

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday 30 November 2022
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 16 November 2022 (Cab.30.11.2022/3)
(Pages 3 - 4)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.30.11.2022/4)

Petitions

5. Petitions received under Standing Order 44 (Cab.30.11.2022/5)

Items for Decision/Recommendation to Council

Children's Spokesperson

6. Barnsley Draft Strategy for Supporting Children and Young People with Special Educational Needs (2022-25) (Cab.30.11.2022/6) (Pages 5 - 48)

Public Health and Communities Spokesperson

7. Safer Barnsley Partnership Plan (Cab.30.11.2022/7) (Pages 49 - 72)

Regeneration and Culture Spokesperson

8. Barnsley Transport Strategy - Formal Adoption (Cab.30.11.2022/8)
(Pages 73 - 158)

9. Exclusion of Public and Press

It is likely that the public and press will be excluded from this meeting during consideration of the items so marked because of the likely disclosure of exempt information as defined by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, subject to the public interest test.

Regeneration and Culture Spokesperson

10. Billingley View Housing Development - Financial Update (Cab.30.11.2022/10)
(Pages 159 - 168)
Reason restricted:
Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)
11. Laithe Lane Housing Development - Financial Update (Cab.30.11.2022/11)
(Pages 169 - 176)
Reason restricted:
Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), T. Cave, Frost, Higginbottom, Howard, Lamb, Makinson and Platts

Cabinet Support Members:

Councillors Cain, Cherryholme, Eastwood, Franklin, Newing, Osborne and Peace

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Carly Speechley, Executive Director Children's Services

Wendy Lowder, Executive Director Place Health and Adult Social Care for Barnsley

Shokat Lal, Executive Director Core Services

Matt O'Neill, Executive Director Growth and Sustainability

Julia Burrows, Executive Director Public Health and Communities

Neil Copley, Service Director Financial Services (Section 151 Officer)

Sukdave Ghuman, Service Director Law and Governance (Monitoring Officer)

Michael Potter, Service Director Business Improvement, HR and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Jason Field, Head of Legal Services (Deputy Monitoring Officer)

Corporate Communications and Marketing

Please contact Sukdave Ghuman by email governance@barnsley.gov.uk

Tuesday 22 November 2022



MEETING:	Cabinet
DATE:	Wednesday 16 November 2022
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), T. Cave, Frost, Higginbottom, Lamb, Makinson and Platts

Members in Attendance: Councillors Cain, Cherryholme, Franklin, Newing and Osborne

125. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

126. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 2 November 2022 had been called in.

127. Minutes of the previous meeting held on 2 November 2022 (Cab.16.11.2022/3)

The minutes of the meeting held on 2 November 2022 were taken as read and signed by the Chair as a correct record.

128. Decisions of Cabinet Spokespersons (Cab.16.11.2022/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 4 November 2022 were noted.

129. Petitions received under Standing Order 44 (Cab.16.11.2022/5)

It was reported that no petitions had been received under Standing Order 44.

130. Social Media Guidance for Employees and Elected Members (Cab.16.11.2022/6)

RECOMMENDATION TO FULL COUNCIL ON 24 NOVEMBER 2022

RESOLVED that Cabinet:-

1. Agrees the recommendation to Full Council on 24 November 2022, acknowledging the updated social media guidance and best practices for employees and elected members; and
2. Encourages all employees and elected members to pledge their support to the No Place for Hate campaign and to acknowledge their role and responsibility in making online hate and abuse socially unacceptable.

131. Commuted Sums Policy (Cab.16.11.2022/7)

RESOLVED that Cabinet:-

1. Approves the Commuted Sum Policy as outlined in this report; and
2. Approves that the implementation date for the commuted sums and new fees / charges is 1 December 2022; and
3. Gives delegated authority to the Executive Director (Growth & Sustainability), and Service Director Finance - (S151 Officer), in consultation with the Cabinet Member for Environment & Transport, to agree fees and charges which vary from the standard inflation clause, if the cost base changes or new services are introduced and that this can be done at 6 month intervals if external factors influence the cost base significantly throughout the financial year.

132. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
9	Paragraph 3

133. St Michael's Housing Development - Financial Update (Cab.16.11.2022/9)

RESOLVED that Cabinet:-

1. Approves the revised scheme cost increase of £0.6M. The scheme has previously been approved by Cabinet and is to be financed from a combination of HRA Reserves, 1-4-1 receipts and Berneslai Homes Surplus; and
2. Approves the sale of 6 housing units originally earmarked for private rent via Berneslai Homes.

.....
Chair

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: THE EXECUTIVE DIRECTOR (CHILDREN'S SERVICES)

TITLE: BARNSELY DRAFT STRATEGY FOR SUPPORTING CHILDREN AND YOUNG PEOPLE WITH SPECIAL EDUCATIONAL NEEDS (2022-25)

REPORT TO:	CABINET
Date of Meeting	30th November 2022
Cabinet Member Portfolio	Children's Services
Key Decision	Yes
Public or Private	Public

Purpose of report

As part of our local 'offer' to children and young people with special educational needs, including a disability (or SEND) To seek Cabinet's agreement to approve and adopt the Borough's proposed Special Educational Needs (SEND) Strategy, including proposals for ensuring sufficient education placements, together with the draft Accessibility Strategy

Council Plan priority

The Strategy will support the following priorities in the Council Plan:

Healthy Barnsley

- By ensuring all children and young people maintain their health and wellbeing and have access to the borough's excellent cultural attractions, community groups, leisure facilities and outdoor spaces.

Learning Barnsley

- Ensuring all children and young people including those with SEND are supported to achieve good education outcomes and to achieve their potential within sustainable local communities.

Growing Barnsley

- Promoting an inclusive community where all children and young people are prepared well for their adult lives.

Recommendations

That Cabinet approves and adopts the SEND Strategy, including our plans for ensuring the sufficiency of education places and improving accessibility to the curriculum and wider school activity, as part of our continuing drive for improvement and ensuring successful outcomes for all children and young people across the Borough.

1. INTRODUCTION

- 1.1. The SEND Strategy 2022-25 (Appendix I) takes account of the progress that has been made over the last 2 years, the outcomes of the SEND Area Inspection and the changing context both locally and nationally. In order to improve effectiveness and streamline arrangements, the SEND Strategy now incorporates Preparation for Adulthood and Sufficiency.
- 1.2. We were committed to ensuring that sufficient time was built into the process of development and since January 2022, we have held regular sessions with parents and carers to talk about key priorities. This means that overarching directions identified in the strategy have largely come directly from these discussions. This has also coincided with the SEND & Alternative Green Paper, which has been considered in developing this strategy.
- 1.3. In developing this strategy, we have looked at what is important to children and young people and what they want to do in their lives now, and in the future. We also looked at how children, young people, and their families want services to work with them, from the review and design stage into the services they have access to for support.
- 1.4. The Local Offer live week and the SEND Inclusion conference enabled further coproduction of the strategy from both partners and parents and carers. Stakeholders were invited to share their views and wishes on inclusion and what inclusion means to them. This complimented previous work where partners from across health, education and care gave their views of what inclusion should look like in Barnsley. The Barnsley SEND Parent Carer Alliance was also encouraged to work with us key priorities and the draft strategy.
- 1.5. We were keen to reflect in the strategy what success looked like from the perspective of children and young people and the five outcome areas were proposed by the SEND Youth Forum. These consist of:
 - 1.5.1. Outcome one: independent living
 - 1.5.2. Outcome two: community inclusion
 - 1.5.3. Outcome three: health and wellbeing
 - 1.5.4. Outcome four: education and employment
 - 1.5.5. Outcome five: choice and control
- 1.6. The strategy then sets out:
 - 1.6.1. **What the outcome means to us:** statement/definition
 - 1.6.2. **We will:** the overarching actions we will take.
 - 1.6.3. **As a result, children and young people with SEND will:** the outcomes we are aiming for as we fulfil the actions. These have come directly from the SEND Youth Forum and provide an overarching framework for the underpinning SEND Improvement Programme and Plan.

- 1.7. The SEND Improvement Programme sits under the SEND Strategy and consists of the priority areas of work that need to be accomplished to succeed in achieving the outcome areas.
- 1.8. SEND Sufficiency Strategy
- 1.9. The SEND Sufficiency strategy is appended as it forms an integral part of the SEND Improvement Programme. This outlines how we will comply with our statutory duty to ensure there are sufficient education places to meet the needs of children and young people with SEND. This is detailed in Annex 'A' of Appendix 1.
- 1.10. Accessibility Strategy
- 1.11. In addition, the Local Authority has a statutory responsibility to publish an Accessibility Strategy for the Borough which indicates how schools should enable children with SEND to access the curriculum and become involved in broader school activity as part of promoting inclusion. The Strategy is detailed in Annex 'B' of Appendix 1.

2. PROPOSAL

- 2.1. It is proposed to publish the strategy as a live web page on the local offer so that it can be open and transparent, similar to the overall 'Vision' for the Borough by 2030 and the Council Plan. A pdf version of the draft SEND Strategy can be requested but it is not planned to publish the strategy as a document.

3. IMPLICATIONS OF THE DECISION

3.1. Financial and Risk

- 3.2 The Council's S151 officer or representative has been consulted as part of drafting this report.
- 3.3 Whilst there are no direct financial implications arising from the approval / adoption of the attached SEND strategy, it should be noted that the strategy and the underpinning SEND improvement plan would be delivered within a financial context of rising cost pressures and increasing demand for SEND support and Education, Health and Care Plans (EHCP).
- 3.4 Work has been undertaken to develop a DSG Management Plan, which would form the basis for managing SEND demand and cost pressures over the medium term. This would ensure that spend on children and young people with SEND is sustainable and within allocated resources. The Management Plan, including the set of headline actions would underpin discussions with the DfE under the Safety Valve Intervention Programme to commence in October 2022.

4. Legal

- 4.1. The draft Strategy has been formulated with due regard to the Council's statutory responsibilities towards children and young people with SEND as part of ensuring continued full compliance.

5. Equality

5.1. As children and young people with SEND have a protected characteristic under the Equality Act, this Strategy exclusively promotes improvements in the range of outcomes for these vulnerable groups of children.

6. Sustainability

6.1. There are no implications for sustainability in the Borough, emerging through this report.

7. Communications

7.1. Subject to Cabinet's approval, the draft Strategy will be promoted on the Council's web site page, children and young people with SEND. There will be a live link from the Family Information Page, Local Offer website to the council website and a return option. This will allow service users to navigate easily between council webpages and the Local Offer website.

8. Consultation

8.1. The development of the draft Strategy has been informed by the voice and lived experiences of children and young people along with their parents and carers together with the perspective of wider partners and stakeholders

8.2 The Council's Senior Management Team has also been consulted on the draft Strategy and has endorsed its objectives

9. REASONS FOR RECOMMENDATIONS

9.1. Progress will be reported to Cabinet, primarily through the quarterly corporate performance framework and to the Overview and Scrutiny Committee as part of the regular series of performance reports concerning children and young people with SEND.

9.2. The draft Strategy demonstrates the Council's enduring commitment and passion towards improving the range of outcomes and opportunities for children and young people and their families.

10. GLOSSARY

10.1. None, applicable.

11. LIST OF APPENDICES

11.1. Appendix 1: Barnsley SEND Strategy (2022-25) including the following

11.2. Annex 'A' Education Placement and Sufficiency Plan

11.3. Annex 'B' Draft Accessibility Strategy

12.0 BACKGROUND PAPERS

12.1 If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

13.0 REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Joshua Amahwe (26/08/2022)</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 26/08/22</i>

Report Author:
Post:

Nina Sleight
Service Director (Education, Early Start and Prevention)

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BARNLSLEY
Metropolitan Borough Council

NHS

Barnsley

Clinical Commissioning Group

SEND Strategy 2022-2025

**Supporting children and young people who
have special education needs and/or
disabilities (SEND)**

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Executive summary

Our 2030 vision commits to believing in the possibilities of Barnsley and to the future, with excitement and optimism. Our borough is a place that fosters and grows ambition, enabling everyone to be the best they can be.

Barnsley 2030 is relevant to everyone in the borough, including children and young people with special education needs and those who are vulnerable. We all have an important role in working with our partners and stakeholders across the organisational, private, public, voluntary and community sectors to achieve the vision of Barnsley's future and our long-term ambitions. By 2030, we want everyone to benefit from, and contribute to, making our borough a thriving place of possibilities.

Barnsley Council, Barnsley Integrated Care System (BICS) and the Barnsley Schools Alliance are committed to ensuring that support and provision for SEND are continually improved and that we build the trust and confidence of children, young people and parents/carers in Barnsley's provision and services across education, health and care.

As a local area, we are ambitious for all our children and young people, inclusive of those who have SEND and/or who are vulnerable, which is why we have high expectations of our early years' settings, schools, colleges and support services. We want all children and young people in Barnsley to have the best start in life in preparation for their continued progress to becoming young adults.

Just as importantly, we want all young people to have access to opportunities for training, education, employment and apprenticeships to help them gain the skills they need to become independent participants in the local community and to thrive.

As a local area, we have a strong focus on disadvantage and want to help everyone to access their right to an education, be included and achieve their full potential. We take a values-based approach to ensure that children, young people and parents/carers experiences are fully embedded in how we evolve.

Our SEND Improvement Programme underpins our SEND Strategy, 2022-2025, provides an overview of current activities to be undertaken to achieve improvements in SEND provision and services across the local area. The actions have been specifically identified to improve outcomes for children and young people with SEND so that they have the best possible experiences and opportunities to equip them for their future.

We sincerely thank all our partners and stakeholders including our children, young people and parents and carers who have invested time and effort to create our SEND Strategy 2022-2025. To keep everyone up to date with how things are progressing, we will continue to work in partnership with everyone to deliver on our commitments to children and young people with SEND.

EHCP context



29.1%
of the population in Barnsley are aged 0-25.



2133
plans maintained



4.5%
of pupils in Barnsley schools have an EHCP

% by school phase



2.7%
Primary



3%
Secondary

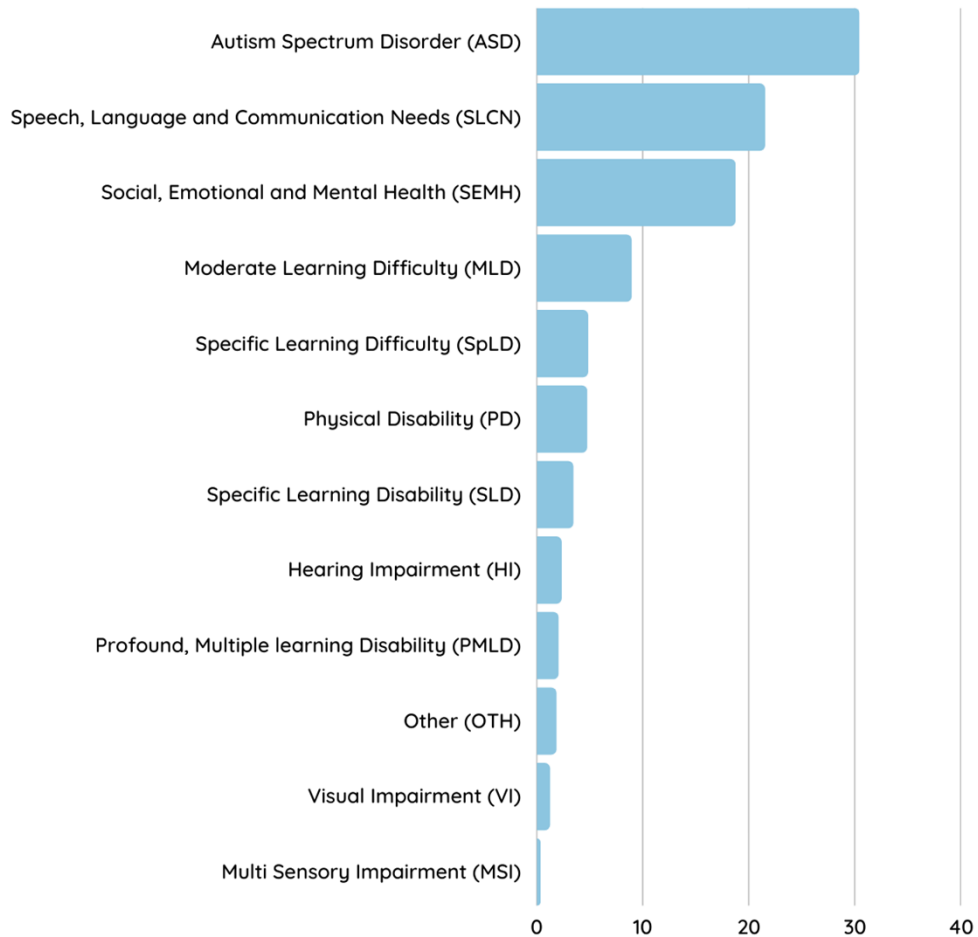


100%
Special

Age breakdown %

Age	0-4	5-10	11-15	16-19	20-25
Barnsley	3.2	33.8	39.5	20.4	3.1

Primary need - all state funded schools



SEN support context

% by school phase



10.9%
All schools

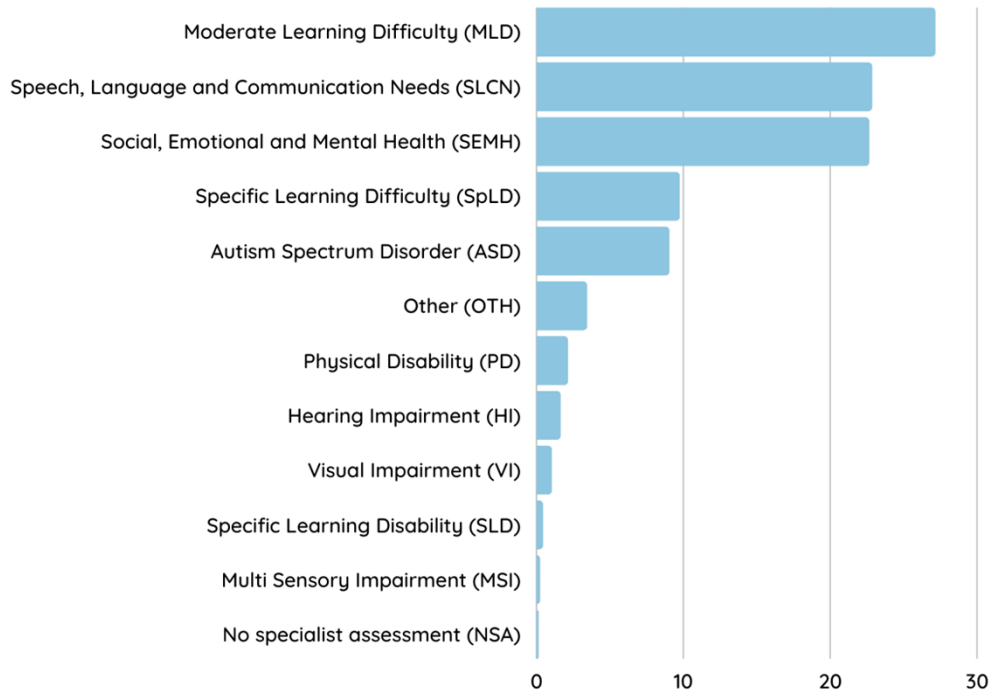


11.1%
Primary



11.1%
Secondary

Primary need - all schools



Our guiding principles and values

As a local area, we are a force for continual improvement through shared responsibility, intelligence and commitment to achieve the best outcomes for all our children and young people.

We use the phrase 'a force for continual improvement' to acknowledge that our work is targeted towards improved early identification, support, services and provision across education, health and care.

By using intelligence and being committed, we make sure our work responds to the needs of the local area, is evidence based and we take responsibility for the commitments we make to our children and young people.

Being responsible indicates that we direct our resources to the areas that have the most impact and where children and young people are most at risk of poor outcomes. This means being efficient and prioritising what we know we need to focus on to provide the greatest possible level of support and provision across education, health and care.

Our approach is grounded in what works best to improve outcomes for children and young people so that they can have the best future possible and thrive as part of our local community. We work with and listen to our children and young people, parents and carers and other stakeholders to ensure our values are shared values.

Over the last few years, we have been a force for continued improvement through our SEND Improvement Programme. We have reflected the progress of this and the difference it has made so far in our revised programme, which has been updated to underpin the commitments we are making for the next phase, from 2022-2025.

Children and young people, parents and carers have driven our shared, key values. These are the cornerstones for the SEND Improvement Programme and inform everything we do:

Our values



Children and young people always come first: we are here for them



We will improve outcomes for children and young people



Equality, diversity and inclusion are at the core of what we do



We are open, transparent, accountable and work in coproduction with partners and stakeholders

Inclusion Statement

Our inclusion statement demonstrates the local area's commitment to putting children, young people and their families at the heart of everything that we do. Our drive for improvement, opportunities and equity, along with the work we do together, will improve outcomes for all.

Barnsley, the place of possibilities.

Our vision is for every child and young person in Barnsley to be fully included, to be happy and thrive in their education and community so that they can develop independence, lead fulfilling lives and achieve outcomes that are important to them.



Partners and stakeholders

Communication is a big part of what is happening in Barnsley and we want this to be successful at all levels across the network of partners and stakeholders that make up the local area including:



Children and young people



Parents and carers



Education



Schools/settings



Community



Health



Voluntary sector



Social care

Parents/carers tell us they want to see the following, which we will prioritise. We will ensure that there are strategic actions in the underpinning SEND Improvement Programme, which can deliver these priorities:

- Parents and carers are stakeholders and should be treated and respected as such. They should be part of working groups to help to identify issues and implement changes. They can also share experiences to help professionals understand some of the impact of SEND on their lives.
- Create a physical space within the town centre where everyone can find out more about support, opportunities and provision that is available to them. This could be a drop-in shop for all SEND related information, advice and support.
- A range of smaller parent support groups as some parents/carers feel more secure and welcome in a smaller group that is about their child or young person's needs. A coming together of more confident parents/carers from all groups, to represent views at the strategic level would be best.
- Sessions that are held in different areas of the borough on different days, and at different times so that they fit around busy lives.
- More detail about who is involved with their child or young person's support and provision and that they have access to information about what they do and how to contact them.

- Clarity about pathways to support for different aspects of education, health and care. This includes levels of SEND, early help, diagnostic pathways and who does what.
- The process for accessing SEND support being easy to follow and understand what options are available in schools and education settings.
- That staff in schools and education settings are trained to support the processes related to SEND and how to work effectively with parents/carers.
- A lending library of resources for SEND being available so that they can borrow resources, rather than spending money to find out that resources are not right for them and their child or young person.
- Peer mentoring from other parents/carers is seen as positive and can help many other parents/carers. This can be supported by peer mentors being well supported themselves by services, for example, accessing training and advice.

As a result, parents/carers of children and young people with SEND will:

- Feel like valued partners within the system.
- Be part of working groups and influence decision making across the local area.
- Have readily available access to SEND information and services
- Have a network of opportunities to gain support and be able to share their ideas and experiences in a way that works for them.
- Understand what each service is, what they do and how a service can be accessed.
- Have a strong understanding of the graduated approach and how to access appropriate support at the right time.
- Have confidence that schools and settings understand the needs of their child.
- Have access to loaned resources (e.g. sensory tools)
- Be able to access a trained peer support network.

Our SEND Improvement Programme

To fulfil our commitments, we have ten strategic priorities and enablers. These have been agreed over the course of the last phase of SEND strategy and all together, make up the SEND Improvement Programme. This has been refreshed to incorporate the actions we are taking forward in this strategy, over the next three years, from 2022 – 2025.

Priority/enabler		Focus
Priority 1	Engagement, participation and coproduction: children and young people (SEND0B)	Parent/carer engagement, participation and coproduction.
Priority 2	Engagement, participation and coproduction: parent/carer: forms part of the WSoA (SEND0B)	Identifying and meeting needs across all areas of SEND.
Priority 3	Early identification and SEN support: forms part of the WSoA (BSA)	Children and young people's engagement, participation and coproduction.
Priority 4	Meeting needs through specialist support and provision (SEND Sufficiency)	Universal and specialist support and provision, including sufficiency of places.
Priority 5	Communication and interaction: autism (APB)/speech, language and communication needs (SLCN Steering)	Autism and speech, language and communication needs (SLCN).
Priority 6	Preparation for adulthood (PfA Steering)	PfA from the earliest years and transitions.
Enabler 1	Quality of data	Local area knowledge and intelligence.
Enabler 2	Local offer	What's available and how its communicated.
Enabler 3	Financial balance	Ensuring value and best use of resources.
Enabler 4	Workforce development	Building capacity across the system.

By delivering these priorities and the enablers that will drive success, we will see positive outcomes for all children and young people across the borough. The outcomes embedded in this strategy have been crafted and captured over time by our children and young people. These outcomes underpin all areas within the SEND Improvement Plan.

Outcome area one: Independent living

What independent living means to us

As young people grow older, they may want to live alone, or with others, in their own home. In Barnsley, young people have told us that independent living is more than just about where you live. They also feel that being as independent as possible, is just as important as who

you live with. To make sure that young people can live as independently as possible, there needs to be lots of support available depending on their needs.

We will:

1. Create more accessible information, advice and support for young people about the things that are important to them, including sex and relationship education.
2. Develop a joined-up transitions team that includes children's and adults social care and provides a consistent offer relating to assessment, support and services.
3. Review and develop our commissioning agreements between the local authority and the Integrated Care Board (ICB) so that key health services have a better transition plan between children's and adults' services.
4. Work with schools and education settings to promote more lessons on vital life skills, including cooking, travelling, money management, and learning about mortgages to prepare for adulthood.
5. Develop accessible information about the EHC process and what this means for sixth form, university, and going into work much earlier than it is currently provided.
6. Provide more information, advice and support about what is available to support a young person to be able to live away from home.
7. Enable parents and carers to access information that helps them to support their children and young people to make decisions about their future.
8. Ensure that all children and young people begin preparation for adulthood at the earliest stage. This will prepare them for change throughout their individual journey, so that work is completed to enable them to begin to make decisions at the earliest opportunity about their future.

As a result, children and young people with SEND will:

1. Develop the right skills to be as independent as possible.
2. Benefit from having the right support from the people in their life.
3. Feel that they can make decisions with the support of people around them when it comes to their own life and care needs.
4. Feel confident in expressing themselves, including speaking out and feeling that they are listened to.
5. Benefit from the support and encouragement from their family, carers, friends and professionals to be independent but provide support when it is needed.
6. Benefit from access to the same chances and opportunities as everyone else.
7. Be treated equally and included in their local community.
8. Be comfortable being alone and in their ability to actually be alone.
9. Have the skills to help them live the best life they can.
10. Be supported to be ambitious.
11. Be able to budget and manage their finances, with the right support when this is needed.

Outcome area two: community inclusion

What community inclusion means to us

As young people prepare for adulthood, they may want to get involved in their local community in all sorts of ways. Whether this means joining a local group, taking part in council or service run activities or building friendships and maintaining relationships all depends on the individual.

Becoming an adult means all the opportunities that are available to support this are available to everyone, regardless of individual needs. Friendships, relationships and understanding yourself and who you want to be is a big part of becoming an adult. As well as understanding what a good and a bad relationship or friendship is, finding out more about sexual health, body image and emotions is also important to get around and be included in the local and wider community.

We will:

1. Ensure a stronger support network and opportunities for young people who are in the 18 to 25 age phase so that social opportunities don't just stop.
2. Create a physical space within the town centre where everyone can find out more about support, opportunities and provision that is available to them. This could be a drop-in shop for all SEND related information, advice and support.
3. Work with the voluntary sector to explore what else can be provided in the local community and support this.
4. Use Family Hubs to support families so that they can enjoy happy, healthy, and longer lives in safer and stronger communities.
5. Support clubs and activities that are available for everyone, really are available for everyone, regardless of their support needs. This might mean training, support and advice for lots of organisations who provide social and community activities.
6. Work in collaboration with partners and stakeholders to provide more information about pathways into sports and afterschool clubs for children and young people who have SEND.
7. Promote volunteering opportunities for young people with SEND, which can provide unique experiences. More activities for this need to be made available which offer a variety of experiences, including within the council.
8. Support wellbeing groups for parents/carers so that they feel empowered and more able to access things in the community for themselves and for their children and young people.

As a result, children and young people with SEND will:

1. Have a full and stimulating life that includes friends and family as well as in the community.
2. Have a productive, supportive family life, where families are content and can take the opportunities that fit with their own lives.
3. Be able to socialise with friends and explore relationships safely.

4. Have healthy, sustained friendship groups and friends who support and understand them.
5. Feel safe when they are out by themselves and with friends, accessing the local community.
6. Have good knowledge of the clubs and social opportunities they can attend and take advantage of these.
7. Be able to have a good time and feel happy.

Outcome area three: health and wellbeing

What health and wellbeing means to us

Physical, social, emotional and mental health is really important to children and young people in Barnsley. They tell us they want access to correct services with clear routes and pathways from the earliest opportunities. Friendships and relationships are a vital part of growing up. Children and young people with SEND want to learn alongside their friends to develop and sustain appropriate friendships. They tell us that without the correct support around them their health and wellbeing needs often become negatively impacted and can lead to further difficulties.

Effective communication is vital for families to have confidence in accessing services. This includes transitions and situations where more than one agency is involved.

We will:

1. Provide training for partners to support appropriate and timely referrals to other services.
2. Create clear referral processes
3. Provide correct and clear information about the role and function of each service.
4. Ensure services are appropriate to match need
5. Improve support for families who are experiencing difficulties regardless of diagnostic outcome.
6. Support families through Family Hubs so that children and young people are safe and healthy and gain the best start in life.
7. Communicate education, health and care needs across all services.
8. Support the rollout and use of health passports for children and young people with SEND.
9. Facilitate better working relationships between services especially at key transition phases
10. Improve information for children and young people around sexual health and positive relationships.
11. Promote opportunities and pathways into sport for children and young people.
12. Improve health professional's knowledge and understanding of Para Sports and documentation that accompanies this.

As a result, children and young people with SEND will:

1. Know where to get the correct information and advice to support their health needs at the earliest point of time.
2. Benefit from the people who care for them feeling supported to be as healthy as they can be.
3. Have the information they need to know where to get the right support from for their mental health needs.
4. Have a better understanding of what GPs can offer and take advantage of what's available.
5. Be able to make informed choices about sexual health and positive relationships.
6. Have the correct information and documents to be able to communicate their needs as independently as possible.
7. Have opportunities to access and engage with sports.

Outcome area four: education and employment

What education and employment means to us

Children and young people tell us that they want to be included in their local education school or setting as much as possible. Being part of their community is part of their education. Children and young people need to feel like they belong and want to learn in education settings that have staff who understand their needs and can help them to make progress, including academic, social and emotional progress. They want to be happy and learn alongside their peers. Young people want a variety of post 16 options that are explained at the earliest opportunity by education providers.

As children grow, becoming an adult, for many, means moving towards employment. Young people require support to understand all the pathways and routes to further education and employment. There needs to be sustained and meaningful opportunities for young people who are about to embark on the next stage in their lives.

We will:

1. Focus on identification of need and early intervention in schools and education settings including Early Year's providers.
2. Ensure there are sufficient places in schools to meet the needs of children and young people in the right way in their local school or education setting.
3. Work with mainstream schools and education settings to support how they can meet the needs of children and young people at the SEN support and the EHCP level through awareness raising and training at all levels.
4. Work with schools and education settings to ensure the best use of the high needs capital funding to improve facilities and the environment to support children and young people with SEND.
5. Ensure that there are enough specialist placements to meet the needs of the local population within Barnsley and map this out for the period of this strategy and into the future, in consideration of forecast needs.
6. Explore what can be done to offer parent/carer support in schools and education settings in partnership with SENCOs and services.

7. Ensure that there are sufficient options available for young people when they leave school, including apprenticeships, sixth form, work-based opportunities and further education.
8. Promote and expand the inclusive offer in Barnsley, so that more young people have access to employment pathways that meet their needs including, through; work placements; work experience; apprenticeships; supported Internships; traineeships and T-level placements.

As a result, children and young people with SEND will:

1. Be able to make a positive contribution and play an active role in their community.
2. Benefit from the right support so they can continue to learn new skills and knowledge.
3. Be able to use their skills in their own community and the wider world.
4. Have, and make use of, the same opportunities as everyone else because they get the right support and encouragement to do so.
5. Enjoy a sense of achievement through voluntary roles in their community to continue to build skills and gain future employment.

Outcome area five: choice and control

What choice and control means to us

When we talk about children and young people with SEND, we include those who are vulnerable for many different reasons and who are likely to need support from multiple services during their life. Many children and young people who have SEND will have lives that have been made more complex by all the different, agencies, policy and legislation that shape the support they might need. Services may include those from education, health and care, including specialist teachers, child and adolescent mental health services (CAMHS), Children with Disabilities and other social care teams, health services and specialist education support, to name but a few.

Other people around the child or young person, including their families, may also have their own support needs and this is when Early Help services may be required. Throughout all of this, it is vitally important that the voice of the child, young person and their family are kept at the heart of decision making with choice and control being paramount.

We will:

1. Work collaboratively with strategic partners to explore and develop the use of personal budgets across education, health and care for young people who have SEND so that they have more choice and control about the services they receive.
2. Explore the creation of a town centre public information drop-in shop where parents/carers can call in and collect information on what they need in a format that suits them, including accessing advice from professionals, at their own pace.

3. Keep all support and provision under review through an agreed schedule to identify what needs reviewing and carrying out focused work to understand how service are working and what needs to change. This will include partners and stakeholders.
4. Ensure that children, young people and parents/carers can access information in an understandable format so that they can make informed choices. This includes making sure that information is readily available in all formats, including paper based if this is requested.
5. Ensure that children and young people are treated as individuals when professionals are involved, rather than being combined into a general category of need. This also means looking at criteria for access to services and removing diagnosis-based access unless there is a specific and/or justifiable reason for this.

As a result, children and young people with SEND will:

1. Be able to put their views across and feel listened to.
2. Be supported to express their thoughts and feelings about what is right for them, leading to more power over their own lives.
3. Understand how to make their own decisions in the way that works for them.
4. Express themselves, speak out and feel that they are listened too.
5. Benefit from services that are shaped by their own opinions, thoughts and needs.
6. Be given information about their rights and choices without having to ask for it or seek it out themselves because they won't know what they don't know.
7. Feel supported, when they want to do new things, to understand what might go wrong, but also to try, even if it might not always work out how it was intended.

Our governance structures

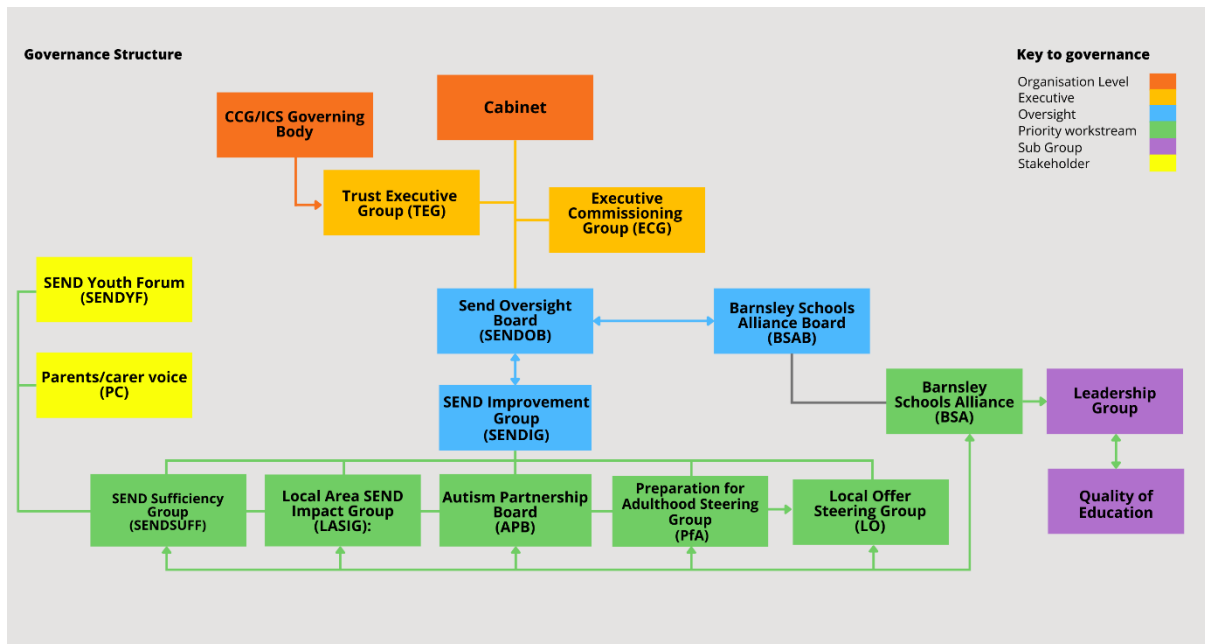
The improvements we have identified in the SEND Strategy are underpinned by the wider SEND Improvement Programme. Implementation of the programme will be governed by the system-wide SEND Oversight Board and progress will be monitored and reported to the council's Cabinet, Barnsley Council's Senior Management Team, Clinical Commissioning Group Governing Body and Barnsley Schools Alliance Board on a quarterly basis as part of the ongoing cycle of reporting.

Work is done through the priority workstreams and subgroups, all of which include representation from education, health and care, 0-25, and are responsible for parts of the overall SEND Improvement Programme. Priority workstreams and subgroups meet every half term and report up to the SEND Oversight Board. There is regular reporting at the Trust level and quarterly reports to cabinet have been in place for some years and continue into the period of this strategy. These include narrative about progress, performance data and financial information related to SEND.

We recognise it is important to be clear about who has responsibility and accountability for delivery of the SEND Strategy at the strategic organisation level. Roles of key accountable officers and partners are included in our SEND Improvement Programme so that it is plain which individuals are accountable for ensuring the delivery of aspects of the strategy.

Where appropriate, we have shown that there is a shared responsibility and accountability. For example, having education, health and care roles against actions in the SEND Improvement Programme, shows how education, health and social care colleagues share equal responsibility for improvements and play an active part in delivering those.

The benefit of all our work will be felt in the way our children and young people have their needs identified and met across education, health and care, covering the 0-25 age range and in how they are enabled to achieve the best outcomes possible.



All our governance groups work in partnership across education, health and social care as part of Barnsley local area. Groups meet at least on a half termly basis.

Cabinet: Barnsley Council leadership for the borough.

BICS Governing Body: Strategic oversight of health provision in the local area.

Trust Executive Group: LA and BICS executive partners with decision making responsibilities.

Executive Commissioning Group: LA and BICS joint commissioning and high-level monitoring. .

SEND Oversight Board: Strategic accountability for SEND and vulnerable learners.

SEND Improvement Group: Check and challenge for delivery of the SEND Improvement Programme.

Barnsley Schools Alliance Board: Strategic oversight of school's partnership in collaboration with the LA and the BICS.

Barnsley Schools Alliance (BSA): Schools partnership for the local area.

Leadership Group: Subgroup of BSA focusing on leadership across the system.

Quality of Education: Subgroup of BSA focusing on improving education across the system.

SEND Sufficiency Group: Development, implementation and oversight of place planning and specialist provision.

SEND Youth Forum: Children and young people's voice, to influence decision making in the local area.

Local Area SEND Impact Group (LASIG): Partnership working to identify gaps, initiate project and monitor performance and impact.

Parents/carer voice: All parent/carer groups and individual voices are able to influence decision making in the local area.

Autism Partnership Board (APB): Partnership working to develop, deliver and oversee all age autism strategy.

Preparation for Adulthood Steering Group (PfA): Development and implementation of improvements for key transitions and long-term outcomes.

Local Offer Steering Group: Partnership working across education, health and care to oversee and improve the local offer.

What success looks like and how it is measured?

We have included success criteria and a performance data in our SEND Improvement Programme, which will show where we were at the beginning of the strategy and how this changes over time, to where we want to be.

The data we use includes **performance data**; things we can measure in numbers or percentages, and **perceptive data**; things we can measure by assessing where we are and how things have improved, according to our partners and stakeholders. We will be reporting our progress every term so that we are transparent about what we achieve.

To maintain progress checks, progress, highlights and challenges will be reported at SEND Oversight Board and in quarterly reports to Cabinet throughout the life of the strategy. This will be discussed and monitored at all strategic meetings, workstreams and subgroups and progress against each action will be assessed.

Annex A: SEND Sufficiency Strategy

School place planning: sufficiency of specialist places to meet the needs of children and young people with special educational needs and/or disability (SEND)

July 2022

1. Ambitions and aims

- 1.1. Barnsley Council has agreed and adopted the revised Borough School Placement and Sufficiency Strategy for children with SEND, including those with complex needs. This includes those with comorbidity, i.e. combination of multiple needs such as social, emotional and mental health and autism that combine to create complexities).
- 1.2. The Strategy details how the Local Authority and its statutory partners will address the fundamental challenges being faced in meeting increasing demand for school places for children and young people with SEND within the available resource envelope.

2. Rationale and Evidence of Demand

- 2.1. In recent years, there has been a significant increase in the number of children and young people diagnosed and/or presenting with autism, both nationally and in Barnsley.
- 2.2. Latest data published in May 2022 by the DfE identified the most prevalent type of primary need identified among all pupils with SEN in state funded schools in England was 'Speech, language and communication needs', with 23.1% of pupils having this recorded as their primary need.
- 2.3. However, for pupils with EHC plans, autism was the most common primary type of need, with 31.3% of children and young people with an EHCP having this primary type of need.
- 2.4. The latest forecast data for Barnsley children with an EHCP and primary needs is set out in the tables in appendix II. Population adjustments have not been included at this stage as new data is due to be published shortly.
- 2.5. The data sets used incorporate SEN2 Data and population data which projects from January census of each new academic year. Age ranges are based on age as at 31st August each year.
- 2.6. The most common primary need for pupils with an EHCP in Barnsley state funded schools as at January 2022 was Autism with 30.04% of pupils. The second highest need of Barnsley pupils with an EHCP was SLCN 21.5% followed by SEMH 18.7% and then MLD 8.9% .
- 2.7. With continuing growth forecast in these areas, this impacts on the availability of appropriate education settings in borough. There is a clear indication of additional spaces required across settings including special school settings in borough and an indication of the increased use of Out of Borough (OOB) school settings if options are not considered in terms of capacity development and additional support identified and implemented locally.

- 2.8. Forecast of EHCP's and the use of OOB settings from 2022 up to 2025 expect to see increase in need and potential places required across all settings as follows:
- 2.8.1. Autism: 174 more EHCP's including a potential additional requirement of 41 OOB places
- 2.8.2. SEMH: 30 more EHCP's including a potential additional requirement of 16 OOB places
- 2.9. Whilst much of the capacity development is providing short and medium cost avoidance, the growing need for capacity of in-borough provision set against the rise in EHCP's is a multi-faceted approach. Utilising early identification and support, graduated response as well as the development of in borough provision.

3. The pressure on high needs funding

- 3.1. An overview of the use of Out of Borough placements for Barnsley children and young people still indicates an element of growing dependence on the use of high cost OOB schools includes:

Financial year	New placements	Cost	Placements	Total costs
2018/2019	46	1,417,285	164	6,743,706
2019/2020	59	2,004,692	207	9,134,443
2020/2021	34	1,69,773	220	11,233,061
2021/2022	46	2,773,420	241	14,771,102

1. Costs are based on full academic year OOB costs
2. Latest OOB information as of January 1st, 2022

- 3.2. Cost per primary need:

Primary need	OOB number	Cost
Autism	98	6,526,902
SEMH	92	5,719,854

- 3.3. The OOB data full year forecast figures for 2021/22 indicate 98 children and young people were/are placed in OOB settings with a primary need of autism at a cost of £6.3 million.
- 3.4. The OOB data full year forecast figures for 2021/22 indicate 92 children and young people were/are placed in OOB settings with a primary need of SEMH at a cost of £6.15 million.
- 3.5. Previous reports have demonstrated that the continual long-term dependence on out of borough and independent non-maintained special schools (OOB) is not favourable

as a long-term sustainable option when viewed against steadily rising increase in needs for these cohorts of children and young people.

- 3.6. Continual monitoring of the use of OOB placements and the tracking of year groups as part of the ongoing DSG Management action plan actions, provides information that supports the development of in borough provision allowing us to review the use of OOB whilst also monitoring the local increases identified in the data around needs and EHCP's.
- 3.7. This OOB monitoring provides up to child level data to understand the SEND needs required to both develop provision that children in OOB settings could transition back and therefore provide appropriate local provision, as well as understand the needs of the population forecast to allow a focussed approach in capacity development for specific identified needs, namely autism and SEMH needs

4. Post 16

- 4.1. Over several years Barnsley Local Authority have increased their reliance on Out of Borough (OOB) settings for their Children/Young People with High Needs. As with pre-16, there have been a number of actions taken to redress this. For example, the commissioning of a new specialist Post-16 Provider in Borough catering for predominantly SEMH and ASC and working with mainstream to develop and adapt to meet even more varying needs of Young People (YP) with High Needs. These actions had a positive impact for Academic Year 2020/21, with a 26% reduction in the number of YP with High Needs accessing their Post-16 Education & Training (E&T) in out of Borough settings in the Charitable/Commercial/Independent sector.
- 4.2. The Challenge going forward is to continue this trajectory, but with the inclusion of Independent/Non-Maintained Special Schools (any school, special school with sixth form provision) and against a backdrop of significant numbers of those accessing out of Borough provision in years 9, 10 and 11.
- 4.3. Mitigating the reliance on out of Borough provision will result in more young people accessing provision locally, reducing travel times and disruption. This can have a positive impact on progress and outcomes. It will also enable the Local Authority to manage the resources allocated to it for High Needs Children/YP by the Education & Skills Funding Agency (ESFA), via the Designated Schools Grant (DSG), more efficiently/effectively.
- 4.4. There is clear evidence that we have many young people accessing Specialist provision who could have their needs met in Local Mainstream provision Post-16, alongside peers with and without SEND. It is important in ensuring the best Preparation for Adulthood for young people with High Needs, that they access mainstream E&T provision Post-16 wherever this is possible. Whilst this is judged to be the most appropriate Preparation for Adulthood for the vast majority of young people, it is also the most efficient use of resources
- 4.5. Historically there have been many Post-16 High Needs YP receiving a 4 or 5-day Education offer. Full-time Education Post-16 (540-600 Guided Learning Hours (GLH) per Aca. Year / equivalent of 3 days per week) is less than pre-16 to allow all YP with and without SEND more opportunities to develop their independence and transitions towards being an adult. For example, being able to undertake part-time jobs, socialising and accessing the community. It is appreciated that due to the

complexity of needs for a small number of YP with High Needs, they may require support with such non-education activity and where this is the case, they may be eligible for services via Social and/or Health Care. Post-16, YP with High Needs should receive a full-time E&T offer of 16 hours per week/3 days/600 GLH, with Social and/or Health Care services complementing this where required for those with most complexity of need.

- 4.6. In line with the SEND Code of Practice, the Local Authority should be ensuring Post-16 YP with High Needs are on Pathways towards Employment and/or HE. For a small number of YP with High Needs where Employment and/or HE is not a realistic outcome, it is appropriate to be on alternative pathways that best support Preparation for Adulthood (PfA) outcomes. However, once past Raising Participation age (16-18), consideration and scrutiny as to whether it is appropriate to continue in Education must take place. Other services and non-education provision may be better placed to support preparation for adulthood, where employment or Higher Education is unrealistic.
- 4.7. There are several cases of YP with High Needs not on clear Pathways towards Employment and/or HE from Y12, unnecessarily elongating the amount of time they spend in Post-16 E&T. This needs to be redressed going forward to ensure we achieve the best outcomes for our YP with HN (clear Pathways to Employment and/or HE or alternatively transitioning out of Education from Y14 to focus on other relevant PfA outcomes).
- 4.8. **Post 16 key objectives**
- 4.9. Transition ALL our YP with High Needs placed in out of Borough Specialist settings to in Borough settings from Year 12, over a 3-to-4-year period
- 4.10. Where appropriate, review arrangements to transition as many of our in Borough young people with High Needs in Specialist settings (Greenacre, Springwell) to suitable in borough mainstream provision from Year 12, over a 2-to-3-year period, reviewing capacity and capability to meet the post 16 needs.
- 4.11. Review the offer for young people and identify appropriate pathways to employment and/or higher education from year 14 onwards. For those Y12-Y13 who are not, due to employment and/or HE not being an appropriate pathway and goal, ensure they are on Pathways that best support PfA outcomes and are engaged with services to support appropriate transitions out of Education from Year 14. This to be achieved over a 2-year period
- 4.12. Review the offer for all young people, to align where appropriate, to the guidance for post-16 full-time employment and training offer of 16 Hours per week/540-600 annual guided learning hours, equivalent of 3 days per week over 38 weeks

5. SEND sufficiency projects 2022-24/25

- 5.1. The ability to positively impact the reduction in use of existing and forecast high cost OOB places through these developments requires extensive partnership work with education providers, schools, parents, carers and stakeholders across the sector.
- 5.2. Demand for specialist places continues to rise and the council's ability to create more places locally within acceptable timescales is dependent on a number of external factors particularly around schools funded as part of the BSF/PFI, in addition, the complexity of some children and young people's needs, combined with the lack of specialist places, has meant that the council has been required to continue to use OOB in order to deliver provision but it is envisaged at a reducing rate from September 2022
- 5.3. As noted previously in this report, the ability and pace at which the LA can meet the increasing needs is a challenge and has been influenced by the limited use of capital funding. The previously allocated special provision funding was utilised to support earlier projects that provided the basis on which to build the ideas for future sufficiency.
- 5.4. Development discussions have continued as part of the SEND Sufficiency Strategy work, assessing the available data to target provision against the needs of children and young people.
- 5.5. This highlights further the need for increased provision for autism and needs related to communication and interaction (autism and speech, language and communication needs) as well as SEMH needs.
- 5.6. Further sites have been identified and feasibility work is ongoing regarding the viability of developments with some options at a more advanced stage.
- 5.7. Discussions continue with education providers to support the LA in its aims of the send sufficiency plan and its drive to significantly reduce the impact on the high needs budget by ensuring children and young people remain in local provision with a reduction in the use of OOB.
- 5.8. Those SEND projects requiring capital investment are being supported through the Special Provision Capital and the High Needs Provision Capital Allocation Grants.
- 5.9. The current sufficiency plan and model is based on developments in the short and medium term with the satellite and resource provision developments, but with the recent allocation of additional funding through the High Needs Capital Allocation Grant this could allow for additional capacity to meet the needs sooner.
- 5.10. Barnsley have been awarded a further £7.1m, for 2022-23 and 2023-24, from the DfE's high needs provision capital allocation grant (this is in addition to £1.4m allocated in 2021-22):

High needs block capital funding grant	
2021-22	£1,460,729.06
2022-23	£3,825,538.12
2023-24	£3,278,146.69

- 5.11. This funding is to support the development of additional capacity and enhancing school/setting environments to support children/young people with SEND. This is great news for Barnsley as it will enable more sufficiency projects to proceed, thereby

enhancing the specialist places available within the borough. This will be managed through the council wide School Place Planning Capital Programme Board which reports into the Capital Oversight Board. This ability to adopt a measured but ambitious pro-active approach in terms of developing provision that meets the education needs of children and young people in Barnsley; and the partnership approach with schools and providers should see an accelerated program of development that provides value for money whilst ensuring access to additional education capacity.

- 5.12. These proposed developments from 2021 through to 2025 would see an increase in provision of at least 268 specialist places across a range of key stages with up to 150 additional places for children with Autism C&I needs and up to 66 places for children with SEMH needs which have been identified.
- 5.13. The potential capacity expansion programme based on the forecast data for Children and Young People with EHCP's, as well as recognition of those currently in OOB and their respective year groups would look to provide the following additional capacity over the 4-year period from 2021 to 2024/25 (appendix I).
- 5.14. Ongoing early discussions have also identified several additional opportunities not set out in appendix I, but nevertheless will be further explored as these could lead to the use of sites within primary and secondary mainstream provision. This would likely include the use of modern modular classrooms to provide increased capacity for children and young people with autism and/or speech, language and communication needs (SLCN).
- 5.15. Further areas of consideration with local schools and education providers have identified the potential to develop a 'turnaround' provision that will support the early identification and intervention required to support children at the EYFS and Key Stage 1 locally.
- 5.16. This will provide targeted support to primary schools where the needs of children and young people can be appropriately managed and supported in their mainstream setting with additional outreach support, as required. This will contribute to developing a more inclusive approach and reduce the need for inappropriate specialist settings when needs could be met in mainstream schools with the right level of support to maintain them.
- 5.17. Additionally, consideration will be given to the addition of resource provisions with any new mainstream provision developments as part of the local plan.

6. Free SEND Special School

- 6.1. LAs are responsible for ensuring that there are sufficient school places for children in the local area, they do not necessarily have the corresponding authority to take some key decisions that directly affect sufficiency. The expansion of academies and free schools has expanded the scale of decisions about place-planning and admissions over which LAs do not have decision-making authority.
- 6.2. The task of high needs place-planning is particularly complex, having a range of variables that need to be considered further than a mainstream provision. Specifically, those additional variables included changes in needs, variable joint working between education and health services, and the impact of decisions by parents/carers, schools and trusts, and first-tier Tribunal (SEND).

- 6.3. Demand for high needs places was outstripping available resources, with LAs having limited ability to manage demand or increase available resources, both revenue and capital. In terms of SEND, the number of EHCPs (previously statements of special educational needs, or SEN) 'rose by 82% between January 2014 and January 2021.' 'The number of new EHCPs made each year increased by 121% in the same time period.' While many children with new EHCPs are placed in mainstream schools, between '40% and 50% of school-age pupils with EHCPs are placed in special schools'. Any increase in the number of school-age children with EHCPs is going to create an increase in demand for special school places. **(Information from .gov statistics. 'Education, health and care plans: England, 2021',)**
- 6.4. In the recent report into research on ensuring sufficient places and supporting vulnerable children published by the Department For Education March 2022, it highlighted
- 6.5. ***'There was currently a lack of certainty about when future central route special/AP free school application waves would be held, and that the presumption free school route was not fast or responsive enough to offer LAs a reliable way to meet demand for high needs places. LA leaders also identified the lack of access to additional capital and revenue funding for new special/AP free schools as a barrier to relying on this as a means of creating new high needs places'***
- 6.6. The recent announcement in June 2022, of the governments ambition to build up to 60 new special and AP free schools as part of a £2.6 billion capital investment in high needs provision provides the opportunity for local authorities as part of their sufficiency strategy, to consider the submission of an expression of interest for a special free school.
- 6.7. This possible option and investment in new special free schools aims to provide children and young people with good quality provision in their local area, which in turn will reduce the time and money spent on transport. Investing in new special free schools will reduce the use of more expensive provision, with a view to delivering a local system which both meets local authority needs and is financially sustainable.
- 6.8. To ensure new special free schools are opened as soon as possible, this wave will be running to a strict timeline based on opening the new provision within a period of 3- to 4 years. If an application for a special free school in Barnsley was to be successful, this would ensure a further sufficiency of places beyond 2025 would be available. This would meet the continuing need and forecast increasing demand across the borough for children and young people with EHCPs with communication and Interaction needs.
- 6.9. This opportunity for the development of a free special school could provide Barnsley with a longer-term sustainable option that is further supported by the developments of hubs and resource provisions with existing schools in borough. As a result, pre-registration of interest has taken place with the development of an options appraisal and consultation with neighbouring LA's continues.
7. **Key challenges for the coming period**

- 7.1. Demand for specialist places continues to rise and the council's ability to create more places locally within acceptable timescales is compromised, in addition, the complexity of some children and young people's needs, combined with the lack of specialist places, has meant that the council has been required to make greater use of OOB to deliver provision.
- 7.2. There is potential to impact on the use of OOB places currently however this would require several dependencies not least parental consent, appropriate key phase transitions of children in a particular year group.
- 7.3. There is a real concern on the long-term ability to impact on the use of OOB places without having the ability to develop provision within the local area at the pace and scale needed to affect this.
- 7.4. High-cost placements have long been part of the landscape in Barnsley and, along with high needs budget deficits being commonplace, the financial sustainability of local authorities is paramount.
- 7.5. Further challenges include:
 - 7.5.1. Unknown cohort 'in-year' identification of SEND needs add to a number of additional EHCP's that prove difficult to forecast e.g families moving into the area, other local authorities placing in Barnsley schools.
 - 7.5.2. Securing appropriate joint funding from Health and Social Care colleagues
 - 7.5.3. Appropriate support from DfE.
 - 7.5.4. Developing the market to encourage more school settings/academies to develop/expand provision in LA in short and medium term
 - 7.5.5. Development of forecast data for Post 16 and review of statutory post 16 ESFA requirements
 - 7.5.6. Success of all identified projects with various approvals required from, capital, planning, providers, possible BSF/PFI.
- 7.6. The continuing development discussions with schools regarding additional capacity at mainstream school sites has the potential to align itself to a positive inclusive model. This supports the aims of providing local education places for children and young people with SEND in Barnsley and may be more practical in effectively supporting the educational needs and demands of all children in Barnsley long term, and successfully impacting, to the extent needed, to reduce the High Needs block in the long term that will be sustainable.

8. Meeting need into the future

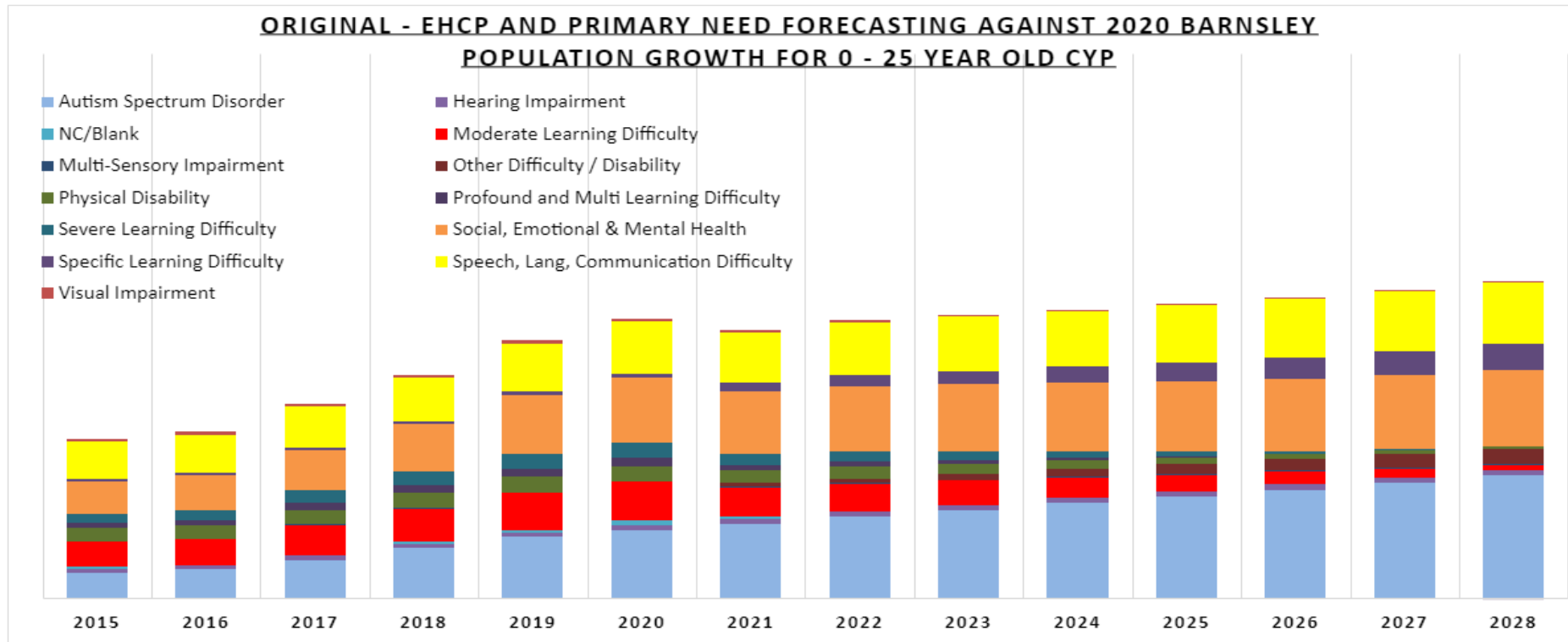
- 8.1. This document sets out the analysis of current and projected need up to 2024/25.
- 8.2. The population of Barnsley is expected to grow as new major developments and housing schemes emerge. We will continue to review the effectiveness of the sufficiency strategy against the continuing growth and ensure that the long term considerations provide a sustainable model of ensuring education places are available in Barnsley that can support children with additional needs.

Appendix I: Planned increase specialist places 2022-2025

Resource provision	SEND need/provision	Planned	Year				Total by 2025
			2021/22	2022/23	2023/24	2024/25	
Kendray provision	SEMH	16	0	0	16	0	16
Penistone Grammar School	Infill SEMH KS2 & 3	30	10	10	10	0	30
New free schools (Sheffield)	Dependent on formal process and future commissioning	15	0	0	15	0	15
Leaseback	Autism C&I	25	0	0	25	0	25
Dearne Academy: Synergy	KS3 autism	10	10	0	TBC	TBC	10
Dearne Academy: Athena	KS3 SEMH	20	10	10	0	0	20
Churchfield	EYFS KS1 C&I	10	10	0	0	0	10
Meadstead	EYFS KS1 C&I	8	8	0	0	0	8
Nexus: Pennine View	KS2/KS3 C&I	10	6	4	0	0	10
Nexus: Abbey Horizon	KS3 C&I	12	12	0	0	0	12
Laithes Hub	KS1 C&I	12				12	12
Greenacre	KS1-KS4	30				30	30
Nexus: Elmhurst (formerly youth centre)	KS3/KS4 autism C&I (further potential to increase to 40)	40	0	24	16	0	40
Waterton: Kat Whiskers (formerly Athersley youth centre)	KS2 autism C&I	30	0	15	15	0	30
		268	66	63 (129)	97 (226)	42(268)	268

Appendix II: EHCP and primary need forecasting

Forecast data: the table below reflects current EHCP trends, and the 2022 forecast is within ranges of actual numbers.



Annex B: Accessibility Strategy

Local Authority Accessibility Strategy 2022 to 2025

Oct 2022

1. Introduction

- 1.1. All local authorities must have an accessibility strategy for the schools that it retains responsibility for, i.e., maintained schools. This is a statutory requirement included in the Equality Act 2010 and explicitly relates to children and young people who have a disability.
- 1.2. An accessibility strategy explains how over time, the local authority will support maintained schools to:
 - 1.2.1. Increase access to the curriculum for disabled children and young people.
 - 1.2.2. Improve the physical environment of schools to increase access for disabled children and young people.
 - 1.2.3. Make written information more accessible to disabled children and young people by providing it in a range of different ways.
- 1.3. The need for an accessibility strategy does not apply to academies or free schools. However, whilst the accessibility strategy requirement only relates to maintained schools, through local authority responsibilities, many of the supporting arrangements made by the local authority will also benefit disabled children and young people attending academies and free schools within the local area.
- 1.4. In addition, all schools, including academies and free schools, must have an accessibility plan in place and this should be based on the same principles as a local authority accessibility strategy.
- 1.5. As a rule, it is the responsible body for the school that has responsibility for the duties in Equality Act.

2. Context

- 2.1. The barriers that people with a disability can experience in everyday life can create significant difficulties for them. We want to remove such barriers by improving outcomes for disabled children and young people. The council's vision is set out in the Special Educational Needs & Disability (SEND) Strategy 2022 – 2025 and this strategy should be read in conjunction with that.
- 2.2. To achieve this, we will:
- 2.3. work with the schools for which we are responsible to ensure they do not disadvantage or discriminate against a disabled pupil; we will also offer advice to other schools, such as academies and free schools, on meeting this legal duty.
- 2.4. Work closely with schools and school governors to agree reasonable adjustments which will allow disabled children and young people full access to school facilities and activities.

- 2.5. Work together with all settings and other services, e.g. social care and health, to identify and plan for the needs of disabled children and young people more generally.
- 2.6. All local authority-maintained schools have been supported through previous building projects to prepare for basic accessibility needs. School governing bodies, in liaison with the relevant local authority officers, have been delegated the responsibility of ensuring school sites are accessible as specified in Schedule 10 of the Equality Act 2010.
- 2.7. Where possible, children and young people with physical and sensory difficulties are educated at their local school, with local authority-maintained schools adapted as necessary.
- 2.8. The local authority commissions several specialist provisions for children and young people with SEND, catering for a variety of needs. Local specialist provision continues to develop through the SEND Sufficiency Strategy, which specifically addresses the needs of children and young people within the local area.
- 2.9. Personal travel budgets (PTBs) have been explored to address mobility for children and young people with SEND. These consist of an agreed sum of money, paid to parents/carers of children or young people with SEND who qualify for free school transport. PTBs let families decide how their child or young person will travel to and from school and they are free to decide which suit their needs. For those cases where a PTB is not suitable, the SEND Transport Policy and our commissioning arrangements set an expectation that local transport providers source a range of accessible vehicles and that, subject to risk assessment, passenger assistants may be made available.

3. Legislation

- 3.1. Under the Equality Act, a person has a disability 'if they have a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day to day activities.' In its widest sense, disability includes:
 - 3.1.1. Physical impairments
 - 3.1.2. Learning difficulties
 - 3.1.3. Sensory impairments
 - 3.1.4. Mental impairments
- 3.2. The requirement to write an accessibility strategy is set out in Schedule ten of the Equality Act 2010 and, unlike the rest of the Equality Act, which has a focus on equal treatment, the sections relating to disability are different and acknowledge that a person with a disability may have to be treated more favourably than someone who does not, to avoid considerable disadvantage.

4. Reasonable adjustments

- 4.1. Where a school does something that might put a disabled child or young person at a substantial disadvantage, compared with those who are not disabled, they must take reasonable steps to avoid that disadvantage. The reasonable

adjustments duty requires schools to think ahead and adjust so that individual children and young people who have disabilities can participate in the whole life of the school.

- 4.2. Substantial is used to describe anything more than 'minor' or 'trivial'. Taking reasonable steps to avoid substantial disadvantage is often known as the 'reasonable adjustments' duty. Both local authorities and schools must adhere to this duty. It means taking positive steps to ensure that children and young people who have disabilities can fully participate in the education provided by a school and that they can enjoy the other benefits, facilities and services that the school provides for all its children and/or young people.
- 4.3. The reasonable adjustments duty contains three elements that apply to most:
 - 4.3.1. To adjust any provision, criterion or practice, e.g. day to day operations, including rules and policies, decisions and actions.
 - 4.3.2. To make alterations to physical features, e.g. adaptations to buildings.
 - 4.3.3. To provide auxiliary aids and services, e.g. additional support or assistance from a piece of equipment or a member of staff.
- 4.4. Schools don't have to consider physical features as part of their reasonable adjustments' duty. However, they have a duty to plan better access for disabled children and young people who have disabilities more generally through their accessibility plan.
- 4.5. The law on reasonable adjustments is anticipatory; it requires local authorities and schools to consider the needs of potential children and young people who have disabilities, in addition to those already attending the school.
- 4.6. Failure to make a reasonable adjustment is a form of discrimination under the Equality Act.

5. Public Sector Equality Duty

- 5.1. In addition to meeting the specific requirement set out in Schedule ten of the Equality Act, this accessibility strategy also supports the Council to meet the Public Sector Equality Duty (PSED) regarding disabled children and young people.
- 5.2. The PSED applies to all protected characteristics:
 - 5.2.1. Race
 - 5.2.2. Disability
 - 5.2.3. Sex
 - 5.2.4. Age
 - 5.2.5. Religion or belief
 - 5.2.6. Sexual orientation
 - 5.2.7. Pregnancy and maternity
 - 5.2.8. Marriage and civil partnership
 - 5.2.9. Gender reassignment
- 5.3. The PSED requires public bodies to understand the need to:
 - 5.3.1. Eliminate discrimination and other conduct that is prohibited by the Act.
 - 5.3.2. Advance equality of opportunity between people who share a protected characteristic and people who do not share it.

- 5.3.3. Foster good relations across all characteristics between people who share a protected characteristic and people who do not share it.

6. Implementing the strategy

6.1. Through application of this strategy, the local authority will work with its maintained schools to:

6.2. Increase access to the curriculum for children and young people who have disabilities.

6.3. Improve the physical environment of schools to increase access for children and young people who have disabilities.

6.4. Make written information more accessible to children and young people who have disabilities by providing information in a range of different ways.

6.5. This will be done through:

6.5.1. Increasing access to the curriculum.

6.5.2. Supporting school leaders, including SENCOs, in relation to policies, strategies and systems available through the LA.

6.5.3. Providing a local offer of services, support and provision that is available to children and young people with SEND.

6.5.4. Offering CPD opportunities for school staff to support and enhance the understanding of accessibility in the curriculum.

6.5.5. Providing opportunities for governor training in relation to increasing access to the curriculum.

6.5.6. Jointly with health partners, develop a policy and associated guidance for all schools about supporting children and young people with medical conditions.

6.5.7. Providing opportunities for SENCOs to regularly meet, share good practice, access up to date information through the SEND Space and keep up to date with new developments.

6.5.8. Allocating funding for ICT and specialist equipment for individual children in line with current policy.

6.5.9. Making sure that education, health and care plans (EHCP) are specific about the provision required to make the school curriculum more accessible for individual children and young people with a disability.

6.5.10. Encouraging liaison between early years settings and schools to ensure good transition into school.

6.5.11. Providing opportunities for capacity building in schools through advice and support available via specialist teaching and advisory services.

6.5.12. Encouraging high aspirations for the most vulnerable learners.

6.6. Schools will:

- 6.6.1. Have regard to national and local guidance on meeting the duties set out in the equality act 2010 and the children and families act 2014 regarding SEND.
 - 6.6.2. Include improvements that increase access to the curriculum in their accessibility plan and ensure this is published on their school website.
 - 6.6.3. Plan for and teach children and young people with SEND through a range of evidenced based interventions and teaching strategies.
 - 6.6.4. Have regard to delivering the curriculum that includes quality first teaching and where appropriate, catch-up programmes and appropriate support for vulnerable children and young people.
 - 6.6.5. Establish effective ways of assessing and monitoring the progress of vulnerable groups.
 - 6.6.6. Evaluate outcomes of provision and adapt this accordingly.
 - 6.6.7. Make sure there's effective support for vulnerable children and young people in transition.
 - 6.6.8. Apply funding appropriately to make sure vulnerable groups are not disadvantaged in comparison to non-vulnerable groups.
 - 6.6.9. Provide effective professional development for staff and governors.
 - 6.6.10. Involve parents and carers in decision making and keep them informed of progress.
- 6.7. By increasing access to the physical environment
- 6.8. The LA will:
- 6.8.1. Plan new buildings and significant extensions or adaptations that comply with accessibility requirement.
 - 6.8.2. Facilitate the access of individual children and young people with physical or sensory impairments, or complex medical conditions, where required.
 - 6.8.3. Ensure that LA staff work with the School Admissions and/or EHC Team to assist with issues regarding individual placements.
 - 6.8.4. Commission audits to advise on the required adaptations and additional resources needed to accommodate children and young people with physical or sensory impairments or complex medical conditions.
 - 6.8.5. Make sure education, health and care (EHC) plans are specific about the adaptations required to make the school environment more accessible for individual children and young people with a disability.
 - 6.8.6. Continue to review existing provision of buildings other than schools that the local authority is responsible for, for example Children's Centres so that they comply with the latest accessibility legislation and requirements.
 - 6.8.7. Set expected levels of funding that local authority-maintained schools will be expected to contribute towards schemes that improve the physical environment.

- 6.8.8. Monitor transition arrangements for children coming into schools for the first time and those moving across school phases.
 - 6.8.9. Liaise with schools that have buildings under local authority control to support and fund adaptations that go beyond the threshold funding arrangements.
- 6.9. Schools will:
- 6.9.1. Keep the physical accessibility of the school building and site under review and make timely arrangements to accommodate access.
 - 6.9.2. Include improvements that increase access to the physical environment in an accessibility plan that is published on the school website.
 - 6.9.3. Comply with the anticipatory duties as set by the equality act 2010.
 - 6.9.4. Respond to the expectations set out in local and national guidance on meeting the equality act 2010 and children and families act 2014 about SEND.
 - 6.9.5. Fund projects that increase access to the physical environment from their own resources and, where appropriate, to liaise with the local authority.
 - 6.9.6. Adhere to the specific guidance contained within this accessibility strategy.
 - 6.9.7. Undertake any improvement projects in liaison with their property surveyors and adhere to building regulations and health and safety requirements.
 - 6.9.8. Apply advice provided through environmental audits conducted by occupational and physiotherapists, hearing or vision support officers, and other relevant services or professionals.
 - 6.9.9. Make sure curriculum needs are met by providing access to appropriate classroom facilities.
 - 6.9.10. Carry out risk assessments for school trips to make sure they're accessible for children and young people with mobility, sensory or medical difficulties.
 - 6.9.11. Provide effective professional development for staff and governors.
 - 6.9.12. Involve parents and carers in decision making and keep them informed of progress.
- 6.10. Increasing access to information
- 6.11. The LA will:
- 6.11.1. Offer governor training that covers the requirements of an accessibility plan and the specific need to increase access to information.
 - 6.11.2. Provide information to schools electronically and via a training website (nexus) regarding accessibility for disabled children and young people.
 - 6.11.3. Provide information to children and young people and their families in accessible formats whenever needed.

- 6.11.4. Provide advice to schools and maintained settings from its specialist teaching and advice services about how best to support children and young people with accessing information, for example, the hearing and vision support services offer a range of support from signing to braille.
 - 6.11.5. Make sure education, health and care (ehc) plans are specific about the provision required to make information to all children and young people more accessible for individual children and young people with a disability
 - 6.11.6. Make sure any new buildings or extensions to building are appropriately signed in line with accessibility and health and safety requirements.
- 6.12. Schools will:
- 6.12.1. Include improvements that increase access to information for disabled children and young people in their accessibility plan that's published on the school website.
 - 6.12.2. Make sure they're proactive in researching and using a range of communication techniques and technologies, seeking the advice of relevant professionals where necessary.
 - 6.12.3. Monitor and review the skills and expertise of staff to support children and young people with disabilities.
 - 6.12.4. Involve children and young people and their families in decision processes regarding the accessibility of information.

7. Funding

- 7.1. Funding to support this accessibility strategy is available through a variety of means.
- 7.2. Schools receive funding through a delegated budget for all children and young people in the school according to their characteristics, based on the number at the October School Census. This provides funding for general costs within the school but also provides a notional SEND budget which enables them to provide additional support for the children and young people that need it, of up to £6,000 per pupil, per year. These are known as Element 1 and Element 2 funding.
- 7.3. Schools should use these monies to implement the requirements of this Accessibility Strategy, particularly in terms of increasing access to the curriculum and when making written information more accessible.
- 7.4. There is a third element of funding available to schools for children and young people who have additional needs costing over £6,000 per year; this is often referred to as top-up funding. In most cases, schools receive this funding through the organisation and resources group panel and this element is usually only provided for children and young people who have an EHCP.
- 7.5. Barnsley MBC provides a range of services to work with schools to support children and young people with SEND. These are funded through a centrally retained budget funded via top-up funding and are therefore available to schools free of charge.

- 7.6. In terms of improving the physical environment of schools for which the local authority is responsible, funding is available from the high needs block capital funding allocations, from the DfE. This is for significant adaptations for children and young people with SEND, regardless of whether they have an EHCP or are at the SEN support level. The funding covers buildings and fixed items.
- 7.7. Where a major project is identified, the premises officer will engage the services of an architect or project surveyor to draw up options that will meet the needs of the child or young person. The premises officer and architect then discuss the options with the school and the relevant health or other practitioner to ensure the most suitable solution is provided before a contractor is engaged to carry out the works.
- 7.8. Where the local authority approves a package of works, it will commission and pay for the work directly, unless otherwise agreed with the school.
- 7.9. Barnsley MBC is committed to ensuring equal access to education for all. However, it also has a duty to utilise its resources in the most effective manner. This means that adjustments cannot automatically be authorised, especially if they entail significant expenditure.
- 7.10. We expect that, where a school has been partially adapted to accommodate children and young people with a disability, it is reasonable for the school to carefully timetable the curriculum to ensure adapted rooms are utilised. There should be no expectation that additional rooms will be adapted for this purpose. If works are undertaken by the local authority to meet the needs of a child or young person in a particular year group, this will be reviewed as they move through the school, and further works will be carried out if appropriate and reasonable.

8. Monitoring and review

- 8.1. It is the duty of all those working within local authority-maintained schools on areas associated with accessibility to ensure that this strategy is implemented and adhered to in full.
- 8.2. Early notification of potential access issues by schools is important to ensure that the local authority can provide a timely response that meets the needs of both the school and the child or young person in question.
- 8.3. All schools and academies must publish an accessibility plan on their website which must comply with the statutory duties as detailed in Schedule 10 of the Equality Act 2010 (appendix I).
- 8.4. The Head of SEND & Inclusion will keep this accessibility strategy under review; updating as required.

Appendix I: Equality Act 2010

- 1
 - (1) A local authority in England and Wales must, in relation to schools for which it is the responsible body, prepare:
 - (a) an accessibility strategy
 - (b) further such strategies at such times as may be prescribed
 - (2) An accessibility strategy is a strategy for, over a prescribed period:
 - (a) increasing the extent to which disabled children and young people can participate in the schools' curriculums
 - (b) improving the physical environment of the schools for the purpose of increasing the extent to which disabled children and young people are able to take advantage of education and benefits, facilities or services provided or offered by the schools
 - (c) improving the delivery to disabled children and young people of information which is readily accessible to children and young people who are not disabled
 - (3) The delivery in sub-paragraph (2)(c) must be:
 - (a) within a reasonable time
 - (b) in ways which are determined after taking account of the children and young people' disabilities and any preferences expressed by them or their parents
 - (4) An accessibility strategy must be in writing.
 - (5) A local authority must keep its accessibility strategy under review during the period to which it relates and, if necessary, revise it.
 - (6) A local authority must implement its accessibility strategy.
- 2
 - (1) In preparing its accessibility strategy, a local authority must have regard to—
 - (a) the need to allocate adequate resources for implementing the strategy;
 - (b) guidance as to the matters mentioned in sub-paragraph (3).
 - (2) The authority must also have regard to guidance as to compliance with paragraph 1(5).
 - (3) The matters are:
 - (a) the content of an accessibility strategy
 - (b) the form in which it is to be produced
 - (c) persons to be consulted in its preparation
 - (4) Guidance may be issued:
 - (a) for England, by a Minister of the Crown
 - (b) for Wales, by the Welsh Ministers
 - (5) A local authority must, if asked, make a copy of its accessibility strategy available for inspection at such reasonable times as it decides.
 - (6) A local authority in England must, if asked by a Minister of the Crown, give the Minister a copy of its accessibility strategy.
 - (7) A local authority in Wales must, if asked by the Welsh Ministers, give them a copy of its accessibility strategy.

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR PUBLIC HEALTH AND COMMUNITITES

TITLE: Safer Barnsley Partnership Plan

REPORT TO:	CABINET
Date of Meeting	30 November 2022
Cabinet Member Portfolio	Public Health and Communities
Key Decision	Yes
Public or Private	Public

Purpose of report

The purpose of this report is to share the Safer Barnsley Partnership Plan with full council to adopt.

Council Plan priority

The 'Safer Barnsley Partnership Plan' aligns with the priorities and ambition outlined in the Council Plan 2021-2024.

Recommendations

That full council:

1. Receive and adopt the 'Safer Barnsley Partnership Plan'.

1. INTRODUCTION

1.1 Under the Crime and Disorder Act 1998, Community Safety Partnerships are required to produce a Community Safety Plan, setting out the strategic crime and harm reduction priorities for the partnership.

1.2 The Local Authority functions and responsibilities regulations 2000, community safety plan (referred to in the regulations as the crime and disorder reduction plan under section 6 of the 1998 Act) is a plan that requires adoption by full

council, because it is not the sole responsibility of the executive under regulation 3.

1.3 Safer Barnsley Partnership's plan, aligns with the statutory requirement, priorities and aspirations outlined in the:

- a) South Yorkshire Police and Crime Plan (2022-2025), which ensures a collective approach is adopted to make sure the best possible outcomes in respect of community safety for the borough in partnership with communities.
- b) The Council Plan 2021-2024, with a focus on Barnsley being a place of possibilities, by creating opportunities for a Healthy, Growing, Learning and Sustainable Barnsley.

In response to the emerging duties for Local Authorities listed below, the Safer Barnsley Partnership Board undertook a review of its governance structure, strategic focus, and priorities going forward.

These actions formed part of the partnership's plan development process which concluded following a series of multi-agency workshop in, June 2022.

The key emerging duties included in the new plan are:

- Ten-year drug strategy, 'From Harm to Hope'.
- Barnsley's Domestic Abuse strategy 2022-2027, as per the Domestic Abuse Act 2021'.
- New 'Protect Duty' focussing on better protection from terrorism.
- Serious Violence Duty.

The Partnership plan aligns with the 'Joint Strategic Intelligence Needs Analysis (JSIA) three-year cycle approach. The plan has been informed by the comprehensive needs analysis undertaken through the JSIA for the period 2021/22, which is the first year of the three-year cycle. A light-touch needs assessment will be undertaken during the following two years of the cycle that will inform the partnership of any emerging priorities in respect of community safety.

1.4 Key commitments that support the delivery of the partnership plan will be updated yearly. This will be informed by the light-touch JSIA process required by the 'Crime and Disorder Act 1998'.

The revision of the board's commitments allows the 'Safer Barnsley Partnership' to review and reset its objectives while maintaining focus on strategic priorities. When doing so, the board:

- a) Considers all feedback captured from consultations/engagement events,

which is a part of the 'Joint Strategic Intelligence Assessment' work and priority-setting process. This makes sure that public voice and views remain an integral part of informing the actions for the year ahead.

- b) Reflects on achievements and performance compared with the previous year to make sure the right resources are directed to the appropriate places.
- c) Helps realign its sub-groups commitment and performance areas to ensure implementation of the partnership's plan.

1.5 The 'Safer Barnsley Partnership' plan is the strategic community safety plan for Barnsley and sets out the priorities for the community. It is based on the 'Joint Strategic Intelligence Assessment' which includes public consultation analysis. It is important that council adopts this plan and is sighted on its content to support its implementation and delivery through the 'Safer Barnsley Partnership Board'.

1.6 Joint Strategic Intelligence Assessment:

The 'Joint Strategic Intelligence Assessment' process takes account of data from Police, Council, and partner agencies. This information is considered alongside feedback received from the public. This helps to understand the emerging trends and patterns in crime and disorder, and it explores future threats and opportunities. It is part of the evidence base which supports community safety partners to plan and target their activities for the year ahead.

1.7 The priorities identified through the JSIA process that requires focus over the coming years are:

- Domestic Abuse.
- Substance Misuse.
- Multiple Needs.
- Hate Crime.
- Prevent.
- Community Tension.
- Violence Against Women and Girls.
- Organised Crime.
- Serious Violence.
- Anti-Social Behaviour.
- Environmental Crime.
- Neighbourhood Crime.
- Child Abuse.
- Child exploitation.

Apart from child abuse and child exploitation, all priority areas identified within the JSIA will be tackled by each of the four sub-groups as set in the plan. 'Child Abuse' and 'Child Exploitation' are key priorities for the Barnsley Safeguarding Children's Board. The 'Violence and Organised Crime' sub-group will monitor and report progress into the 'Safer Barnsley Partnership Board' as part of the inter-partnership joint work arrangement that exists between associated partnership boards.

1.8 As the Partnership works toward delivering its priorities in the next period it will do so by responding to emerging duties and responsibilities in respect of the:

- a) Ten-year drug strategy '*From Harm to Hope*', which will focus on:
 - Breaking drug supply chains.
 - Delivering a world-class treatment and recovery system.
 - Achieving a shift in the demand for drugs.

- b) '*Barnsley's Domestic Abuse Strategy 2022-2027*', which will focus on:
 - Providing victims of domestic abuse with the right support.
 - Prevent domestic abuse.
 - Ensuring a strong multi-agency response to domestic abuse.
 - Holding perpetrators to account and supporting them to change their behaviour.

- c) New 'Protect Duty', which will focus on providing better protection from terrorism for the British public, and 'Serious Violence Duty', both expected to come into force in the spring of 2023.

1.9 Delivery against the Safer Barnsley Partnership Board priorities.

The priorities will be delivered through four sub-groups, which are as follows:

- a) Violence and Organised crime.
- b) Safe Places.
- c) Harm Reduction.
- d) Cohesive and Resilient Communities.

Priorities against the Drug strategy and the Domestic Abuse strategy will be delivered through the 'Harm Reduction' and 'Violence and Organised Crime' sub-groups. Oversight of progress for this priority area will be provided through the 'Combatting Drug Partnership' which will operate alongside the 'Safer Barnsley Partnership'. This will ensure increase opportunities for all appropriate partners to collaborate in delivering against this cross-cutting priority.

The new 'Protect Duty', (making the public safer at publicly available locations) will be delivered by the 'Safe Places' sub-group and the new 'Serious Violence Duty' will be delivered through the 'Violence and Organised Crime' sub-group.

The Partnership is committed to tackling re-offending and rehabilitation as a priority through responses such as Integrated Offender Management. This will be primarily overseen by the 'Violence and Organised Crime' sub-group. However, all sub-groups are committed to tackling re-offending and rehabilitation as a cross cutting priority.

The partnership expects that the existing delivery arrangements against all the key duties will continue to evolve as the implementation of new legislation progresses. All these developments will reflect Barnsley's ambitions as well as allocated funding resources over the coming years.

All four sub-groups are supported by named priority leads with responsibility for co-ordination and delivery. Strategic support in respect of performance is provided through the 'Performance and Development Group'. This makes sure that any impacts made against each commitment by the sub-groups are evidenced throughout the year.

2. PROPOSAL

- 2.1 That council receives and adopt the Safer Barnsley Partnership Plan.

2. IMPLICATIONS OF THE DECISION

The Safer Barnsley Partnership's plan provides a summary of the key priorities and commitments in respect of assuring community safety for Barnsley.

3.1 Financial and Risk

- 3.1 Consultations have taken place with representatives of the Service Director of Finance (S151 Officer). There are no direct financial implications associated with this report, as its purpose is to share the Safer Barnsley Partnership Plan.

3.2 Legal

Safer Barnsley Partnership Board has met its legal duty in respect of the Crime and Disorder Act 1998, by co-producing and publishing its plan with key partners.

3.3 Equality

will help residents and media understand the plan and the commitments partners are taking in the borough to make sure that Barnsley continues to be a safe place to live, work and visit.

4. CONSULTATION

Community feedback has been captured through the 'Joint Strategic Intelligence Assessment'(JSIA) work to inform analysis and priorities.

This included engagement with the community through various platforms undertaken in accordance with all guidance pertinent to the current risk posed by Covid-19.

The 'Safer Barnsley Partnership Plan' has been considered and endorsed by individual partners and board members.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Not applicable, the production of the plan is a statutory duty.

6. REASONS FOR RECOMMENDATIONS

6.1 Under the Crime and Disorder Act 1998, Community Safety Partnerships are required to produce a Community Safety Plan, setting out the strategic crime and harm reduction priorities for their respective Local Authorities.

7. GLOSSARY

None.

8. LIST OF APPENDICES

Appendix 1: Safer Barnsley Partnership Plan.

9. BACKGROUND PAPERS

None.

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Avanda Mitchell</i> <i>04.10.2022</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 05/1022</i>

Report Author: Shiv Bhurtun.

Post: Strategic Governance, Partnership & Transformation Manager.

Date: 28 September 2022.

Safer Barnsley Partnership Plan



**SAFER BARNSLEY
PARTNERSHIP**



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1. Foreword

“As Co-Chairs of the Safer Barnsley Partnership, we are pleased to present our partnership plan.

The partnership works to deliver its duties and responsibilities linked to the ‘Crime and Disorder Act 1998’. The partnership includes statutory and non-statutory organisations that works together to keep our communities safe. We meet every three months and focus on making Barnsley a safe place for everyone to live, work, and study.

Together, we aim to deliver the priorities in this plan and continue making Barnsley an even safer place.

We know how important it is to work together when responding to local and national challenges. Our plan underpins our commitments and reflects the local priorities of the council, Police, Fire and Crime Commissioner. We want Barnsley to be a place of possibilities.

We’ll continue working together, providing a safe community for all Barnsley’s residents, businesses, and visitors.”

Phil Hollingsworth
Barnsley Council
Service Director
Communities
Co-Chair of the Safer Barnsley Partnership

Simon Wanless
South Yorkshire Police
Chief Superintendent
Barnsley District Commander
Co-Chair of the Safer Barnsley Partnership



2. Background and Context

The Barnsley Community Safety Partnership (CSP) is a statutory partnership. The partnership coordinates how Barnsley will tackle crime and disorder, protect vulnerable people, and reduce re-offending.

The [Crime and Disorder Act 1998](#) and subsequent legislation place statutory duties on Community Safety Partnerships to:

1. Produce an annual Joint Strategic Intelligence Assessment (JSIA).
2. Prepare and put in place a Community Safety Plan.
3. Establish information-sharing agreements.
4. Establish domestic homicide reviews.

Our partnership is called the '**Safer Barnsley Partnership**' (SBP) and consists of representatives from:

1. Barnsley Council.
2. [South Yorkshire Police](#).
3. [South Yorkshire Fire and Rescue](#).
4. [Probation Service](#).
5. [NHS South Yorkshire Integrated Care Board](#).
6. [Neighbourhood Watch](#).
7. [Berneslai Homes](#).
8. [South Yorkshire Criminal Justice Board](#).
9. [Office of the Police and Crime Commissioner](#).
10. [South West Yorkshire Partnership NHS Foundation Trust](#).
11. [South Yorkshire Violence Reduction Unit](#).
12. [Youth Offending Team](#).



Our plan aligns with the statutory priorities and aspirations outlined in the [South Yorkshire Police and Crime Plan](#). This guarantees a collective approach to achieving the best possible outcomes for our communities.

It also aligns with the [Barnsley 2030 Strategy](#). This provides a vision for developing a Healthy, Growing, Learning and Sustainable Barnsley.

3. Our Partnership

The partnership believes that no single agency can deal with community safety and crime on its own. Our approach is to work together to tackle crime and disorder.

Our guiding principles for achieving this vision are:

One public sector: One borough

Our residents want efficient and effective services, no matter who provides them. We will continue working in partnership to:

1. Create joined-up approaches that make sense to us all.
2. Place the person in need at the centre of our planning.
3. Adopt a whole system approach to providing support.



We remain committed to Engage, Prevent, Intervene, and Enforce where appropriate to make a safer Barnsley.

A proactive relationship with our residents

We will:

1. Make sure that there are better-connected services.
2. Have regular engagement with our communities.
3. Continue to place our residents at the heart of everything we do.

We aim to support residents to do what they can for themselves, their families and their communities to help us all feel safe.

4. Delivery Against our Priorities

In our last plan, we delivered our priorities through four sub-groups: *'Crime'*, *'Protecting Vulnerable People'*, *'Anti-Social Behaviour'*, and *'Community Tolerance and Respect'*.

The scope of the sub-groups has been reviewed to reflect the refreshed areas of focus for the partnership. Therefore, the plan will be delivered through our four new multi-agency sub-groups, which are:

- *'Violence and Organised Crime.'*
- *'Safe Places'*
- *'Harm Reduction.'*
- *'Cohesive and Resilient Communities.'*

5. Barnsley Joint Strategic Intelligence Assessment (JSIA)

The Joint Strategic Intelligence Assessment (JSIA) is an annual review of information and data from the Police, council, and partner agencies. The JSIA provide the partnership and the Office of the Police and Crime Commissioner (OPCC) with evidence of the current crime and disorder trends in Barnsley. This helps us to understand:

- Past and current responses to assuring community safety in Barnsley.
- Any emerging issues locally and regionally.

The overall result of the JSIA includes an analysis of information and feedback received from the public consultation on:

- What is important to them around community safety.
- What their key priorities are for the next period.

This is the fifth year that the survey has been conducted, and each year has seen an increase in responses from the public—2,437 responses (1,182 more than last year). The majority of respondents either lived, worked or both within the borough (81.3%). There were higher numbers of respondents from Central, South-East, and North-East areas of Barnsley. The number of respondents from Penistone was the lowest.

The survey suggests that perception of crime and ASB is slightly worse than last year.

More people reported feeling safe in their villages and local towns but less so in the Barnsley town centre.

There is awareness and understanding of crime types in the community. However, people said that mate crime or cuckooing was one area they understood the least. This was a similar response to the previous year's survey.

Communities would also benefit from education around organised crime, child criminal exploitation, cybercrime, and serious organised crime. Most people had heard of these issues but had little understanding of them.

The public view on priority issues has remained mostly unchanged since the last survey. Child abuse and exploitation remain the areas of focus, followed by substance misuse and violent crimes.

Each year the partnership will carry out public consultation as part of its Joint Strategic Intelligence Assessment (JSIA) process. This will create an opportunity to update the public about our work and how this is planned.



5.1. Our Priorities

Based on the outcomes of the recent JSIA and recognising that all crime types are a priority for the Safer Barnsley Partnership, the top priority areas for the next period are:

- Domestic Abuse.
- Substance Misuse.
- Multiple Needs.
- Hate Crime.
- Prevent.
- Community Tension.
- Violence Against Women and Girls.
- Organised Crime.
- Serious Violence.
- Anti-Social Behaviour.
- Environmental Crime.
- Neighbourhood Crime.



Except for child abuse and child exploitation, all priority areas identified within the JSIA (Needs Analysis document) will be tackled by each of the four sub-groups. Child abuse and child exploitation are already key priorities for the [Barnsley Safeguarding Children's Board](#). The '*Violence and Organised Crime*' sub-group will monitor and report the delivery against our Violence Reduction action plan.

As the partnership works toward delivering its priorities in the next period, it will also do so by responding to emerging duties and responsibilities in respect of the following:

1. Ten-year drug strategy '[From Harm to Hope](#)', which will focus on:
 - Breaking drug supply chains.
 - Delivering a world-class treatment and recovery system.
 - Achieving a shift in the demand for drugs.

To deliver against the new drug strategy, a new 'Combatting Drugs Partnership' has been established. The 'Combatting Drugs Partnership' will operate alongside the 'Safer Barnsley Partnership' to provide independence and meet our obligations whilst ensuring efficient partnership arrangements continue.

The 'Combatting Drugs Partnership' priorities cut across the remits of two sub-groups which are the '*Harm Reduction*' and '*Violence and Organised Crime*' groups. Both sub-groups will therefore be responsible to the 'Combatting Drugs Partnership' for delivering against the elements of the priorities and key actions.

2. '[Barnsley's Domestic Abuse Strategy 2021-2027](#)', which will focus on:
 - Providing victims of Domestic Abuse with the right support.
 - Prevent Domestic Abuse.

- Guaranteeing a strong multi-agency response to Domestic Abuse.
- Holding perpetrators to account and supporting them to change their behaviour.

The 'Domestic Abuse Strategy' will be delivered by the 'Harm Reduction' sub-group and 'Violence and Organised Crime' sub-group.

3. The new 'Protect Duty' will focus on making the public safer at publicly available locations and providing better protection from terrorism for the British public. This duty will be overseen by the 'Safe Places' sub-group.
4. The new 'Serious Violence Duty' is expected to come into force in the spring of 2023 and will be overseen by the 'Violence and Organised Crime' sub-group.

The partnership is committed to tackling re-offending and rehabilitation as a priority through responses such as Integrated Offender Management. This will be primarily overseen by the 'Violence and Organised Crime' sub-group. However, all sub-groups are committed to tackling re-offending and rehabilitation as a cross-cutting priority.

The partnership expects that the existing delivery arrangements against all the key duties will continue to evolve as implementation of new legislation progresses. All these developments will reflect Barnsley's ambitions as well as allocated funding resources over the coming years.



6. Key Commitments

6.1. Violence and Organised Crime Sub-Group

We aim to work with communities and partners to prevent, reduce and tackle the harm caused by violence against women and girls, serious violent crime and organised criminality.

Our key commitments are to:

1. Make sure that members of our community feel safe from violence and the harm caused by organised criminality.
2. Make sure we have a joint understanding of who is being harmed, where it is happening and who is causing it so we can tackle it appropriately.
3. Make sure we have the correct support services to meet the needs of our communities and that this is informed by what they tell us they need.

4. Make sure we can identify those at risk of harm or at risk of becoming involved in causing harm at an early stage and intervene appropriately.
5. Have a joint, robust, and proactive approach to tackle perpetrators, enablers, and places where harm is caused.
6. Tackle re-offending through integrated offender management and rehabilitation.

In delivering the above commitments, the Violence and Organised Crime sub-group will be supported by the Violence Reduction Unit Plan.

6.1.1. Violence Reduction Unit (VRU): Tackling and Preventing Violence



The [South Yorkshire Violence Reduction Unit \(SYVRU\)](#)'s ongoing primary aim is to strengthen leadership and the strategic co-ordination of all relevant agencies to support a public health approach to tackle violence wherever it occurs, by better understanding the root causes and sources of the violence.

The three main areas of focus remain:

- Build on the partnership arrangements to strengthen our combined approach.
- Increase local delivery of tried and tested multi-agency public health approaches.
- Develop new ways to understand and develop good practices with partners across the county focused on violence prevention and reduction.

To deliver against our collective objectives, Barnsley is adopting a longer-term view of working with its partners and has completed a comprehensive area profile. This has informed the Barnsley Violence Reduction Plan. The plan will continue to be monitored through the Violence and Organised Crime sub-group of the Safer Barnsley Partnership.

Barnsley's VRU delivery plan aligns with the Safer Barnsley Partnership's priorities in this document. The Safer Barnsley Partnership links local delivery plans and actions with the broader SYVRU's prevention framework which are:

- **Primary prevention** – stopping violence before it starts.
- **Secondary prevention** – provide early support to stop violent behaviour from becoming established.
- **Tertiary prevention** – providing a way out for those already entrenched in violence.
- **Criminal justice and enforcement** – holding people accountable when they are criminally culpable.
- **Attitudinal change** – aiming to shift cultural norms in society.

The South Yorkshire Violence Reduction Unit also remains focussed on reducing Violence Against Women and Girls in all its forms. It is committed to amending its strategy to address this crime.

Set out in Barnsley's Violence Reduction Plan, the VRU and its partners are committed to:

- **Place** – Reduce violence in the streets and locations where it is most common.
- **Alcohol** – Reduce the impact of alcohol on violence.
- **Evening and Night-Time Economy** – Reduce violence associated with the night-time economy.
- **Address disproportionate levels of violence** – (Both victim and perpetrator) associated with young people between the ages of 15 and 30.
- **Domestic Abuse** – Work to end domestic abuse and create zero tolerance toward domestic abuse in Barnsley.
- **Weapon Enabled Crime** – Prevent the escalation of the use of weapons in Barnsley and disrupt the activity of those for whom weapons are a feature of their criminal activity.

You can read the [South Yorkshire Violence Reduction Unit Strategy](#) here.

6.2. Safe Places Sub-Group

We aim to reduce neighbourhood crime (such as burglary, robbery, and theft), anti-social behaviour incidents and environmental crime working with the communities through early action and interventions.

Our key commitments are to:

1. Tackle neighbourhood crime through good partnership working with all communities and focussing on problem-solving, building trust and confidence.
2. Prevent anti-social behaviour and reduce its impact on communities and places such as Barnsley town centre.
3. Further develop the approach to reduce anti-social behaviour in our housing and neighbourhood communities.
4. Provide excellent services to support victims of and those affected by anti-social behaviour.
5. Create opportunities that promote a positive attitude and behaviour change towards littering and environmental crime through education and support.
6. Strengthen local partnerships to tackle litter and environmental crime by communities.
7. Take consistent action to deal with littering and environmental crime.



6.3. Harm Reduction Sub-Group

Our strategic aim is to minimise the threat, risk and harm to vulnerable people, families and communities.

Against our three priority areas, we are committed to dealing with:

Substance Misuse:

- Increasing the number of drug and alcohol users engaging in treatment and support as well as increases in those achieving and sustaining recovery.
- Reducing drug and alcohol-related crime and anti-social behaviour.
- Improving people's mental and physical ill health and a reduced likelihood of deaths caused by alcohol and drug use.
- Reducing the impact of parental alcohol and/or drug misuse on children and families.
- Reducing drug and alcohol-related hospital admissions.
- Supporting people in their ongoing recovery.

Domestic Abuse:

- Making sure that all Barnsley Council and strategic partner managers are trained to identify and offer support.
- Making sure all school and college safeguarding leads can manage domestic abuse identified with pupils and others.
- Developing domestic abuse safe accommodation to establish additional housing.
- Engaging with domestic abuse service providers to deliver support in the future.
- Developing specialisms within our services for LGBTQIA+, ethnic minorities, and the deaf community and work with young people.
- Providing therapeutic group and individual work to children and young people impacted by domestic abuse.



People with Multiple Needs:

- Reducing the number of young people experiencing multiple disadvantages without coordinated and appropriate support access.
- Reducing the number of people experiencing multiple disadvantages who are presenting to crisis services.

6.4. Cohesive and Resilient Communities Sub-Group

Our aims are to:

1. Raise awareness of hate crime in communities and encourage hate crime reporting.
2. Improve sharing, use and understanding of intelligence data to help deal with the risks of community tension early.

3. Use our learning and partnership working practices to improve our recognition, understanding and approach to managing risks in respect of extremism and terrorism in communities.

Our key commitments are to:

1. Work with our partners and communities to prevent hate crime whilst developing a better understanding of the nature and extent of hate.
2. Review hate crimes to identify vulnerability, and suspects, identify trends and take proactive steps to safeguard.
3. Improve the response to and investigate hate crimes seeking appropriate outcomes for offenders.
4. Promote awareness and increase community confidence to increase reporting of hate crimes.
5. Identify, respond, and monitor community tension.
6. Promote cohesive communities.
7. Provide support through education and awareness to deal with right-wing extremism both online and within communities.

7. Right Support, Right Time, Right Place

Working together remains an important aspect of our ambition. Actions are taken across many partnerships and their sub-groups. Progress and key issues linked to community safety are reported to the Safer Barnsley Partnership Board. The Safer Barnsley Partnership Board is one part of a wider partnership that aims to make Barnsley a place of possibilities.

The Safer Barnsley Partnership Board works collaboratively with other key partnerships such as:

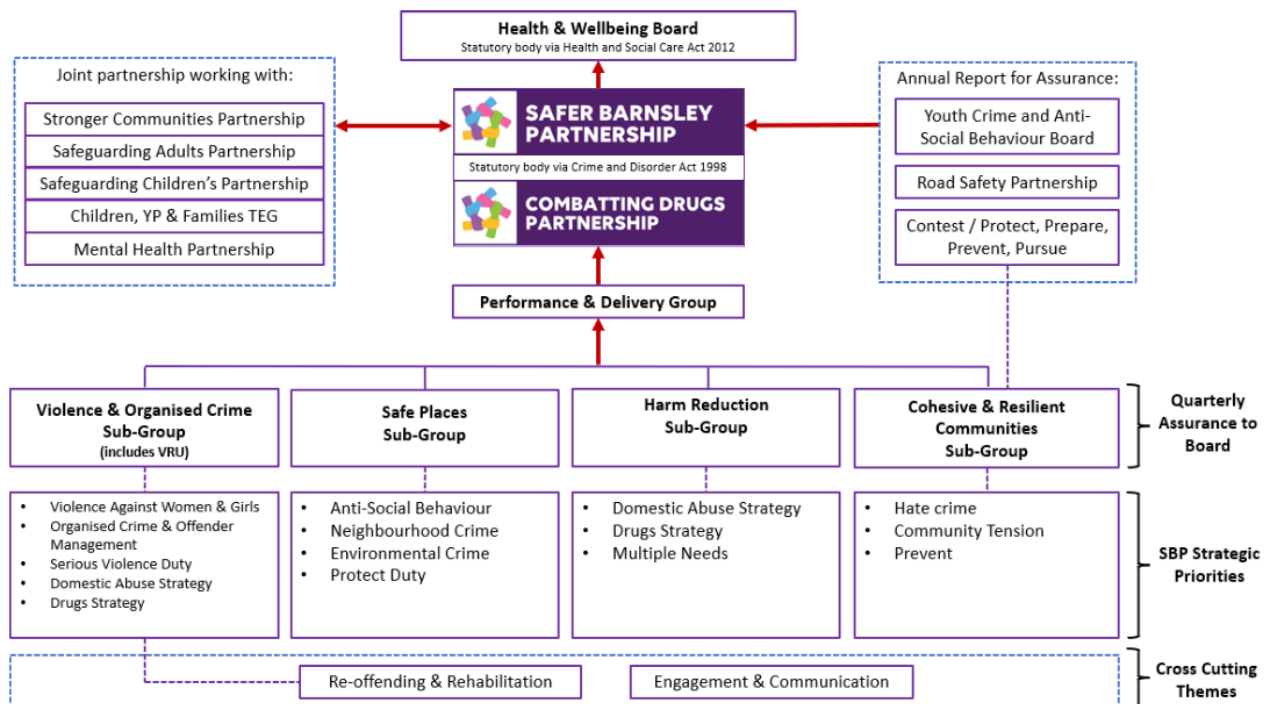
- [Children, Young People, and Families Trust Executive Group.](#)
- [Stronger Communities Partnership Board.](#)
- Mental Health Partnership.
- [Health and Wellbeing Board.](#)
- [Children's Safeguarding Board.](#)
- [Adults Safeguarding Board.](#)

This ensures a joint approach to support communities, solve problems early, and focus resources where and when needed. This arrangement is facilitated by the inter-partnership joint working protocol, which is reviewed every year. This partnership approach to community safety will make sure that the right support is provided at the right time in the right place.



8. Monitoring the delivery of our Plan

The diagram below illustrates how the Safer Barnsley Partnership connects to wider forums and partnerships. This is key in assuring community safety for the Borough.



9. Delivering our priorities

The Safer Barnsley Partnership is responsible for delivering the priorities set out in this plan. Key officers will deliver against the commitments made in this plan by working with organisations and community groups.

A performance and delivery group will monitor and support the sub-groups actions. This shows how our community benefit from these actions. The Safer Barnsley Partnership Board will oversee delivery against our priorities every three months. Where appropriate, progress against priorities will be shared across other partnership boards.

This partnership plan aligns to the South Yorkshire Police and Crime Plan. Its priorities are updated every year to make sure any emerging trends from the JSIA are factored into future years' delivery.



10. Plan on a Page

Strategic Vision for Barnsley's communities to be:	
<ul style="list-style-type: none"> • Safe and inclusive. • Able to contribute to community life. • Able to take responsibility for their actions and how they affect others. 	
Delivery Against the Priorities Four sub-groups will deliver our priorities:	
Safe Places Sub-Group	Violence and Organised Crime Sub-Group
<ul style="list-style-type: none"> • Neighbourhood Crime • Anti-Social Behaviour • Environmental Crime • Protect Duty 	<ul style="list-style-type: none"> • Violence Against Women and Girls • Organised Crime and Offender Management • Serious Violence Duty • Domestic Abuse Strategy • Drug Strategy
Harm Reduction Sub-Group	Cohesive and Resilient Communities Sub-Group
<ul style="list-style-type: none"> • Domestic Abuse Strategy • Drug Strategy • Multiple Needs 	<ul style="list-style-type: none"> • Hate Crime • Community Tension • Prevent
Cross-Cutting Themes	
<ul style="list-style-type: none"> • Re-offending and Rehabilitation • Engagement and Communication 	
We will measure our achievements through key performance indicators and case studies that demonstrate:	
<ul style="list-style-type: none"> • The impact of the joined-up approach with all our partners. • That the person is at the centre of the support, intervention, and enforcement process. • An increase in user satisfaction with the support they have received. • A reduced level of crime and anti-social behaviour compared to previous periods. • A reduction in re-offending and an increase in rehabilitation take up and completion. 	

CONTACTING US

If you need help understanding this document,
e-mail us at:

safer@barnsley.gov.uk

If you need to report instances of anti-social behaviour or crime
call 101 or 999 in an emergency.

If you need to report an environmental crime such as graffiti, fly-tipping, or un-
authorised encampments, visit:

barnsley.gov.uk/tell-us-about-it

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BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH & SUSTAINABILITY

TITLE: BARNSELY TRANSPORT STRATEGY

REPORT TO:	CABINET
Date of Meeting	30 November 2022
Cabinet Member Portfolio	Regeneration and Culture
Key Decision	Yes
Public or Private	Public

Purpose of report

The Barnsley Transport Strategy (2020- 2040) provides the policy framework which sets out the proposed approach to the provision and management of transport and transport infrastructure in Barnsley.

Council Plan priority

Sustainability

Recommendations

That Cabinet:

1. Endorse the Barnsley Transport Strategy, with the recommendation that it is approved and formally adopted as policy.
2. Note that internal consultation was completed prior to public and stakeholder consultation and the comments from both incorporated where appropriate.

1. INTRODUCTION

1.1 The strategy has been developed to provide a new approach to tackling our transport issues and to identify the key projects, activities and opportunities needed to help us deliver our Barnsley 2030 Vision and achieve our objectives. Transport is fundamental to our Inclusive Economy and good growth. If we are to address economic and health inequalities, people need to have the right infrastructure in place, along with a range of options to get around the borough.

- 1.2 The Council has also committed to achieving net zero carbon emissions in the borough by 2045 (Zero45)
- 1.3 The Barnsley Transport Strategy is the Council's long-term strategy for the borough and will replace the current strategy published in 2014. It sets out the Council's transport vision to 2040 and the high level objectives will deliver that vision. Each objective is laid out in a separate chapter of the Strategy, together with any associated transport policies, commitments and targets that relate to the achievement of each objective.
- 1.4 Implementation of the Strategy will ensure that investment in the borough's transport needs will support the Council in addressing Barnsley's overarching social, economic and environmental challenges, and in making Barnsley a fairer, healthier and greener place to live, work and visit.
- 1.5 The Strategy recognises that fuel and other costs are now rising faster than incomes and for some people, car travel is / already has become too expensive. It also addresses concerns about the rising levels of ill health associated with sedentary lifestyles and obesity, as well as the health effects of poor air quality.
- 1.6 Active Travel is proven to help reduce this growing problem, The strategy therefore, seeks to promote alternatives to car travel that will sit alongside traditional road schemes and local projects to ensure everyone has the potential to benefit from economic recovery and future growth in a healthy, sustainable manner.
- 1.7 Statutory and public consultation on a draft Transport Strategy has taken place. This consultation indicates broad support for the Strategy (Consultation Report – Appendix C) but amendments from key stakeholders have been requested and where appropriate these have been incorporated.
- 1.7 The Transport Strategy will be the over-arching policy document, with other key strategies – such as the Parking Strategy, Air Quality and Road Safety strategies referencing and working towards the same targets.
- 1.8 The Council will strive to be a leader in local transport scheme delivery and is committed to delivering a transport system that meets our challenges, helps with our economic recovery, works for all of our travelling public and is environmentally fit for the future.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

- 3.1.1 Consultations have taken place with representatives of the Service Director - Finance (S151 Officer).
- 3.1.2 The report requests approval of the Barnsley Transport Strategy (2020- 2040). This replaces the 2014 Strategy and provides the policy framework which sets out the proposed approach to the provision and management of transport and transport infrastructure in Barnsley.

- 3.1.3 The strategy has been developed to provide a new approach to tackling transport issues and to identify the key projects, activities and opportunities needed to help deliver the Barnsley 2030 Vision.
- 3.1.4 Implementation of the Strategy will require significant capital and revenue funding. Projects identified in the Strategy will be funded through existing funding sources (such as the Transforming Cities Fund), the City Region Sustainable Transport Settlement (CRSTS) and applications for new funding.
- 3.1.5 The Strategy is not requesting any new funding at this stage. It is a compilation of a realistic programme of works to 2040. SMT and Cabinet approval will be obtained before any project in the Strategy is taken forward for further consideration and development.
- 3.1.6 No Appendix A is required to support this report.

3.2 Legal

- 3.2.1 Section 108 of the Transport Act 2000 requires local transport authorities to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport required to meet the needs of persons living or working in the council's area, or visiting or travelling through that area, including the transportation of freight and pedestrians to, from and within their area, and carry out their functions so as to implement those policies.
- 3.2.2 In developing and implementing policies pursuant to this duty, the Council is required to take into account any policies announced by HM Government and have due regard to any guidance issued with regard to the mitigation of, or adaption to, climate change or otherwise with respect to the protection or improvement of the environment.
- 3.2.3 Section 112 of the Transport Act 2000 requires that the council in developing and implementing their policies under section have regard to the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems.

3.3 Equality

- 3.3.1 An Equality Impact Assessment (EIA) pre-screening has been completed in accordance with the EIA policy. For the purpose of this report, no potential for unlawful discrimination and / or low level or minor negative impact has been identified, therefore a full EIA has not been carried out. However, for the individual work streams / projects individual EIA's will be undertaken.

3.4 Sustainability

- 3.4.1 The Sustainable Decision Wheel has been completed which shows positive impacts resulting from the schemes listed in the Transport Strategy to be delivered



3.5 Health

3.5.1 Improving public health is at the heart of the Strategy. The Public Health team have been consulted in its preparation and priorities. The principal approach of the Strategy is that promoting walking, cycling and public transport will increase levels of physical activity among the general population, improving health outcomes. The Strategy also focusses on key public health concerns relating to the negative impacts of the transport network, for example harmful emissions from road traffic and how these can be reduced and mitigated.

3.6 Employee

3.6.1 There are no issues arising directly from this report. The recently accepted Revenue Funding will enable additional resources to be brought in as and when required. Through the CRSTS programme funding is released to develop the Strategic Outline and Full Business Cases which will cover existing staff costs.

3.7 Communications

3.7.1 The adoption of the Transport Strategy will be announced through the Council's communication channels and the document made available on the Transport Web site.

3.7.2 All Sheffield City Region business case submissions are high profile schemes and appropriate communication strategies are being developed linked to the signing of the funding agreement. Releases will also need to be agreed and co-ordinated with Sheffield City Region Combined Authority arrangements.

3.7.3 Timely and accurate information will be provided through appropriate press releases via local press, social media/website updates, local member briefings, and engagement with key stakeholders

4. CONSULTATION

- 4.1 In March 2022, Cabinet endorsed the draft Transport Strategy and approved the request for a formal consultation process.
- 4.2 The public consultation was launched on the 13th of June 2022 and was widely publicised in the local media and on social media. A series of public meetings were held in each area of the borough as well as an online survey held on the Council's website. The consultation closed on the 10th of July 2022.
- 4.3 Copies of all the consultation documents, associated assessments and response form were available for download and paper copies were available on request. Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees but were available upon request. Paper copies of the response form were also available on request.
- 4.4 The documents were also available in alternative formats on request; however, no requests were made.
- 4.5 The following table displays information on where and when the consultation events were held.

Date	Venue	Village	Area	Time
13/06/22	Goldthorpe Library	Goldthorpe	Dearne	9am – 5pm
14/06/22	Elsecar Heritage Centre	Elsecar	South	12 – 8pm
16/06/22	The Darton Centre	Darton	North	9am – 5pm
20/06/22	Ardsley Church	Ardsley	Central	12 – 5pm
23/06/22	Penistone Library	Penistone	Penistone	11am – 7pm
27/06/22	Library @ Lightbox	Town Centre	Central	9am – 7pm
04/07/22	Cudworth Library	Cudworth	North East	9am – 7pm

- 4.6 In addition, on the 20th of June officers attended a Youth Council meeting in which the Transport Strategy was discussed.

The following information was available at each location:

- Display boards providing information on the consultation
- A hard copy of the consultation documents
- Response forms

- 4.7 Press releases were produced, providing information on the consultation – including timeframe and response methods. Press releases were issued to local media and publicised on the Council’s website on the 6th of June.
- 4.8 The consultation was also promoted via the Council’s social media channels – Facebook and Twitter. Multiple social media posts were made, often before a consultation event to raise awareness.
- 4.9 The main objectives, vision and key themes within the draft transport strategy 2022 displayed during the June consultation was widely supported and is for the most part aligned with the desires of Barnsley’s residents and stakeholders. Whilst Specific and key themes such as a strategic shift away from the private car and towards active travel and public transport that underpin the strategy were understood and accepted, concerns do exist around the capability of the alternative travel methods. The strategy must display clear infrastructure and public transport service improvement objectives so that the boroughs residents and stakeholders can more conveniently and effectively alter their travel methods.
- 4.10 Full details of the consultation response can be found in Appendix C – Consultation Response Report.

Key Revisions to the draft Strategy

- 4.11 Where change is consistent with the Council’s wider priorities, the draft Transport Strategy has been amended to respond to the issues that were raised during the public consultation.
- 4.12 Where improvements to Air Quality or Parking issues have been raised, whilst acknowledged in the over-arching Transport Strategy, these will be addressed in their respective Strategies.
- 4.13 The draft Strategy has also been amended to ensure that the transport challenges presented by the ongoing pandemic are addressed. In particular, the Transport Strategy highlights the critical role of the transport environment a healthier place to live, and in addressing health inequalities in the borough
- 4.14 It was clear from the responses to the public engagement that there was a desire for greater ambition in the transport strategy’s targets, in particular, the overall target for sustainable mode share. Many comments also called for more to be done to reduce carbon emissions.

Delivery

- 4.15 The Transport Strategy is a long-term strategy, covering a period of two decades. Significant capital and revenue investment will be needed to deliver the Strategy over this period. Clearly, not all of the actions in the Strategy are funded at present and potential sources of future funding will need to be identified which could include a further round of the CRSTS, other DfT funding streams such as the Active Travel Fund.

- 4.16 It must be acknowledged that the Transport Strategy will be adopted at a time of unprecedented financial challenges and uncertainty for the Council. These challenges have been further intensified because of falling bus patronage due to the pandemic and significant cost of living / fuel increases.
- 4.17 It should also be acknowledged that the Council cannot deliver the Strategy by acting alone. The Strategy is therefore clear about those actions that will need to be delivered in partnership with external partners and agencies. These include SYMCA, the bus and rail operators, the Police, local businesses, and developers.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The only other option would be for the Council not to have a Transport Strategy. This would result in reputation damage to the Council as it would fail in its duty under the Transport Act
- 5.2 The Transport Strategy provides the policy framework against which local decisions will be made, particularly in respect of options for investment in our local highway and transport network. However, whilst transport projects are acknowledged by the Government as providing a key role in supporting economic growth, there is clearly uncertainty in the amount of funding that will be available in the future, not just locally but nationally. Deliverability of the proposed schemes and actions that will ultimately deliver the outcomes of the strategy will be at risk if funding is not forthcoming.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Council has met its legal obligation under the Transport Act by producing a policy in the form of the Transport Strategy 2020-2040. It has carried out statutory consultation and a comprehensive public consultation on a draft strategy. Changes have been made to the Strategy in response to both consultations. Changes have also been made in response to the strengthening of key Council strategies. The Strategy will support the delivery of the Barnsley 2030 agenda. Cabinet is therefore asked to adopt the Barnsley Transport Strategy.

7. GLOSSARY

SYMCA – South Yorkshire Mayoral Combined Authority
SCR – Sheffield City Region
DfT – Department for Transport
TCF – Transforming Cities Fund
CRSTS – City Region Sustainable Transport Settlement
ATF – Active Travel Fund
OBC – Outline Business Case
FBC – Full Business case

8. LIST OF APPENDICES

Appendix A: no financial implications so not required
Appendix B: Barnsley Transport Strategy 2020 – 2040
Appendix C: Consultation Response Report

9. BACKGROUND PAPERS

Cabinet Report - Barnsley Transport Strategy Request to Consult

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date 07/11/2022
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 14 September 2022</i>

Report Author: Tracey Brewer
Post: Head of Strategic Transport
Date: 14 September 2022

Barnsley Borough Moving from A to B

**Providing a strategic direction for
investment in transport in Barnsley**

Foreword

Barnsley' Transport Strategy is closely aligned with the Barnsley 2030 Vision and outlines our commitment to improving transport options for every member of our community and to reducing the negative impacts of travel on our borough. It sets out our commitment to make improvements over the next 10 years and makes Barnsley the Place of Possibilities.

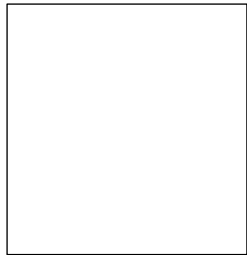
Like other growing towns, Barnsley faces a number of significant challenges, including improving Air Quality, linking people to services and employment and increasing the numbers of people using public transport and active modes of travel.

Transport is vital to support a successful, healthy and inclusive society and is essential in improving productivity and achieving economic growth. For residents and visitors, transport has a key role in ensuring social and economic inclusion, and our aim is to make the borough more sustainable so people can get around easier than ever, with an increase in cycle routes and better connections across the borough linking people to jobs and economic growth as well as for leisure and recreation.

The borough is in an ideal strategic transport position; which needs to be exploited for us to grow; we are close to junctions on the M1 and has good local and main line rail links. We recognise that people need to travel both locally and more widely within the borough; we need to support travel to other areas of South and West Yorkshire; as well as longer journeys nationally.

However, our transport networks need investment and development to help people get to where they want to go. We also face the challenge of decarbonising our transport systems, with transport currently making up one quarter of the borough's carbon emissions we need to reduce these significantly to reach net-zero.

This strategy provides a new transport vision, it outlines the key transport issues and solutions, with projects and will be used as a lobbying framework to ensure we are ready to grasp funding opportunities when they arise to ensure that our transport aspirations can support and help deliver our economic ambitions. By delivering this strategy, we hope to make a better Barnsley for all



Councillor Robert Frost

Cabinet Spokesperson – Regeneration & Culture

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Executive Summary – The Transport Strategy in a nutshell

This strategy has been developed to provide a new approach to tackling our transport issues and to identify the key projects, activities and opportunities needed to help us delivery our Barnsley 2030 Vision and achieve our objectives. Transport is fundamental to our Inclusive Economy and good growth. If we are to address economic inequality, people need to have the right infrastructure in place, along with a range of options to get around the borough.

To achieve these objectives, our policies and measures will include:

- Delivery of transformational, area-wide transport and public realm improvements that prioritise and enable active travel modes and reduce the dominance of motor vehicles
- The development and implementation of a high-quality borough wide walking and cycling network that provides safe and attractive routes for all ages and abilities so people can get around easier than ever;
- The need for new / improved transport infrastructure to enable employment and housing developments (linked to SYMCA Growing Barnsley theme). To connect residents with the employment markets in the region means we need to offer a range of options for travel including road developments as well as public transport and active travel;
- Supporting the Bus Back Better Review with the introduction of bus priority measures on our key routes
- Provision of high quality alternatives to private motor vehicle use – from supporting important public transport infrastructure improvements, to bus priority measures and cycle hire systems that further enable mode shift
- For essential trips that still require motor vehicles, to provide an expanded network of Electric Vehicle Charging Points (EVCP) – supported by other policies such as parking charges – to encourage and enable a shift towards the least polluting vehicles
- Delivery of a range of other measures to restrict traffic rat-running on our residential streets and around schools, including “Quiet Streets” and “Low Traffic Neighbourhoods”
- Implementation of a robust and ambitious set of parking policies – including reviews and amendments to our parking permit charges and structures
- An evidence-led approach to road safety that targets implementation of measures where they will have the most effect at reducing collisions and a rolling programme of actions to reduce speeds in the Borough

A summary of the strategy and action plan has been summarised into the tables below. It provides an overview of the strategic outcomes for each of the transport areas and identifies the actions needed to ensure that we get Barnsley moving from A to B!

	Increased pedal power	A step in the right direction	All aboard for better buses	Keeping rail on track
OBJECTIVES	<ul style="list-style-type: none"> • Change to a culture of cycling for commuting • Develop and maintain an inclusive network • Improve links to town centre from Principal Towns • Improve our cycle offer (inc e-bikes) • Promote wayfinding around the borough (the Barnsley B) • Promote cycling in schools • Promote cycling for health and leisure • Deliver the routes identified on the SYMCA LCWIP before 2040 	<ul style="list-style-type: none"> • Create a network of inclusive and well connected Active Travel Routes • Encourage walking for short, local journeys • Promote wayfinding around the borough both physical and online • Promote walking for health and leisure • Protect good Air Quality 	<ul style="list-style-type: none"> • Improve punctuality and reliability • Make bus travel attractive • Improve service frequencies, operating hours and routes • Support smart ticketing • Improve links to town centre from Principal towns • Improve partnerships with SYPTE and bus operators • Support the use of Electric / Hybrid buses 	<ul style="list-style-type: none"> • Improve connectivity to local rail stations • Improve connectivity to the SYMCA and West Yorkshire • Expand the range of rail services and destinations • Support tram / train links • Develop partnerships with TfN, Network Rail and rail operators
	Cycling	Walking	Bus	Rail
KEY PROJECTS 2020 - 2030	<ul style="list-style-type: none"> • Increase our cycling network aimed at journeys to work / connections to key employment sites • Deliver the DfT Active Travel routes • Delivery of the schemes identified in the Transforming Cities Fund • Delivery of the schemes identified in the SYMCA Recovery plan • Improve cycle parking facilities in Council premises / Schools / colleges • Ensure new developments include cycling routes / connections / facilities • Create an exemplar Active Travel hub • Increase bikeability training • All principal towns to have an e-charging Hub 	<ul style="list-style-type: none"> • Prioritise resources on those walking routes that best connect our Principal Towns to opportunities • Ensure new developments include walking routes linking to existing communities and key destinations • Revisit the Rights of Way Implementation Plan (ROWIP) • Develop an App of our Active Travel routes • Market and incentivise more Active Travel 	<ul style="list-style-type: none"> • Support the delivery of the Bus Review • The delivery of the A61 bus improvement corridor • The delivery of the Bus Rapid Transit on the A635 • The delivery of improvements on the A628 • Improve bus shelters along routes to include Real Time Information • Improve walking links from communities to local bus hubs • Develop Smart Ticketing 	<ul style="list-style-type: none"> • Improvements to Darton and Elsecar stations • Extensions to platforms at Barnsley to enable longer trains to stop • Support SYMCA with the re-opening of the Sheffield – Stocksbridge line and links to Penistone • Penistone Station Park & Ride • Enhance existing rail services • Investigate opportunities for Tram – Train • Support smart ticketing

	Smarter Travel – Tackling Congestion	Connecting People to Opportunities	Efficient and Effective Freight	Parking – Right Price, Right Place
LONG TERM OUTCOMES	<ul style="list-style-type: none"> • Keeping people / services moving to support the economic prosperity of the borough • People think about their journey and plan sustainable transport trips where possible • Balance demands on the network through effective traffic management • 	<ul style="list-style-type: none"> • Ensure people can get to where they want to go • Better integration between modes of travel • Walking and cycling are embedded in our physical landscape • Public transport connects our communities to key destinations 	<ul style="list-style-type: none"> • Reduce the impact of road freight on our local communities • Improve the efficiency of freight to help grow the economy • Support improvements in vehicle technology to reduce environmental impacts 	<ul style="list-style-type: none"> • Work with developers / major employers on sustainable travel options to reduce the impact of parking • Ensure parking policy promotes a shift to sustainable transport modes • Parking supports and strengthens the local economy • Ensure a balance of parking in town centres •
	Congestion	Infrastructure	Freight	Parking
KEY PROJECTS 2020 - 2030	<ul style="list-style-type: none"> • Review the traffic modelling evidence to understand the impact of congestion • Support solutions for congestion relief across the borough • Balance the impact on the wider transport network and promote sustainable travel options • Promote sustainable travel options to relieve local congestion hotspots 	<p>Work with key public and private stakeholders to support the delivery and secure the implementation of:</p> <ul style="list-style-type: none"> • A635 Bus Quality Corridor • A628 Bus Quality Corridor • Improvements to bus infrastructure • Active Travel Hubs • Active Travel Corridors • Improvements to the Trans Pennine Trail • Royston / Carlton Relief Road • Highway Improvements in Penistone 	<ul style="list-style-type: none"> • Support the delivery of a Barnsley / SYMCA Freight Strategy • Investigate rail freight / water freight opportunities • Review and map freight routes with clear directional signage • Review loading restrictions to reduce congestion 	<ul style="list-style-type: none"> • Develop smart parking opportunities in town signposted from gateways to landing centres • Improve cycle and motorcycle parking facilities at key destinations • Review staff parking policy for Council officers • Introduce electric car and cycle charging points as part of new developments and in Principal Towns, ensuring that these are accessible to all out residents

Section 01 Introduction

The Transport Strategy is a key component of the Barnsley 2030 Vision <https://www.barnsley.gov.uk/services/our-council/barnsley-2030/barnsley-2030-strategy/> and provides a strategic direction for investment in transport throughout the borough over the next 10 years. This will enable Barnsley Council to make further improvements to the transport network that will enhance mobility and accessibility for all.

The Council has never had a single transport strategy, and this is now needed to provide a clear plan of co-ordinated action for:

- Providing and understanding a robust evidence base
- Taking a more strategic view of transport matters;
- Highlighting the transport challenges and barriers that we face;
- Ensuring that we prioritise our short, medium and long-term transport solutions
- Ensuring we have a pipeline of projects to grasp funding opportunities
- Ensuring that our transport connections are developed through working with partners

This strategy covers a range of transportation issues facing the borough including:

- Better integration of bus and rail services
- Bus Priority measures
- Cycling and walking
- Congestion measures

- Car parking
- Road infrastructure projects

It also includes an action plan of key activities and prioritised projects to ensure that in future we can provide the borough with an effective and efficient transport system to get people moving.

This transport strategy has been developed, during the world's worst pandemic, where we have been faced with worries over the economy and uncertainty over future funding. However, improving our transport is critical to the economic success and recovery of the borough over the next decade and the strategy and action plan outlines how this can be achieved.

Whilst we acknowledge that additional infrastructure will be necessary, simply providing more capacity on our roads is not the only solution in the long term. We also need to ensure that we balance transport growth while minimising the detrimental impacts on our environment, landscapes, communities and quality of life.

Sustainable, active and healthy travel is therefore at the heart of the Barnsley Transport Strategy. Policies which change the way people travel and goods are transported, prioritising and enabling walking and cycling and public transport, while reducing inessential vehicle use, are key to delivering the objectives of the strategy.

They will help to create a borough where everyone can benefit from safer, cleaner, more accessible and less congested streets and places; making Barnsley the Place of Possibilities.

Background

Transport is an essential means through which people achieve their goals in life. It is the bloodstream of any borough. Done well, it enables people to move around safely, healthily, and affordably. Barnsley Council recognises and embraces its duty to ensure that transport serves the needs of its residents, visitors, businesses and local institutions. The transport policy that the council agrees is central to helping people and goods/services reach their destinations, improving health, ensuring equality of access and inclusivity in travel, transforming our streets and public spaces, improving prosperity, and assuring quality of life for all.

We are building on solid foundations, with a history of progressive transport policies and innovative and transformational transport schemes. But we recognise there is more to do to ensure that our transport network and streets are inclusive and enable people to live in clean, vibrant and sustainable places. Barnsley needs to be a borough in which walking, cycling and public transport are the best way to get around.

Barnsley's geographic location in South Yorkshire, between the two major economic centres of Leeds and Sheffield, means that the transport projects and schemes we provide are crucial not just to our residents but to the huge numbers of people (and goods) who either pass through the Borough, or for whom Barnsley is their destination.

Our transport network and streets connect people to opportunities and essential goods and services both within and outside of the Borough – jobs, education, health care, shops, recreation and leisure – and transport accessibility is the major catalyst for unlocking growth areas identified in our Local Plan.

However, Barnsley, like the rest of the City Region, faces transport challenges on several fronts: rising congestion and delays, the carbon agenda, noise, declining patronage on public transport, traffic dominance, the cutting-off of communities by heavily trafficked road networks and the issues around road danger and personal security.

These are all issues which the detail of this Strategy addresses and which the council itself needs to address, in order to ensure Barnsley remains an attractive place in which to live and visit, and competitive as a place to do business. If left unchecked these problems will be exacerbated by population and economic growth, both within and outside of the Borough, which generates additional demand for mobility. With the adoption of the Local Plan, an anticipated further 21,000 new homes will be built, and it is estimated that the Borough's resident population is predicted to reach 263,000 by 2030.

In addition, economic austerity and funding cuts over many years have also contributed to an extremely challenging financial environment for delivering the improvements to the transport network and streets that Barnsley requires. As well as identifying all possible funding sources to address our transport challenges, it is vital that the funding we do secure is prioritised for those interventions that will deliver the most effective solutions to meet our transport objectives.

Why produce a Barnsley Transport Strategy?

To tackle these issues and deliver towards Barnsley's aspiration for inclusive growth, the Council has set out its ambitions and how we will commit to working with multiple partners to assist in, or deliver ourselves, projects that will transform the borough's transport infrastructure.

We also commit to create clean, vibrant and sustainable places and use all the resources at our disposal to improve air quality and make it easier for people to travel more by foot or by bike.

A new Transport Strategy will also reflect the changes that have taken place in the Borough since the last version was published in 2013, help us respond to current and forthcoming challenges and opportunities, and meet statutory requirements set by the South Yorkshire Mayoral Combined Authority . This is summarised in the sections below.

Barnsley has changed significantly in the years since the last Transport Strategy (2013). This creates new challenges and opportunities which we need to respond to. These include:

Multiple development sites coming forward in the Borough, as outlined in the Local Plan and referenced above, will generate significant demands on an already stretched transport network and streets. These sites also generate opportunities for transforming our streets and places. As one example, the Glassworks development site has uniquely transformed the Town Centre with a new retail and leisure offer, with employment, public spaces and events, creating a new place and destination.

Together with internet shopping, the significant growth of the technology-based on-demand economy for everything from food deliveries to laundry and cleaning, now offers greater convenience for many services. But they also bring additional pressures on the transport network. We will need to futureproof the city to better prepare for, rather than reactively respond to, the rapidly changing advances in technology for mobility services.



Picture: The Glass Works

Barnsley Borough Moving from A to B

Road safety remains an ongoing challenge that we need to respond to. Nationally, due to lockdown, working from home practices and subsequently lower traffic volumes, overall collision numbers reduced significantly during 2020 compared to the 3-year average (2017-2019). There were slightly fewer road traffic casualties in 2020 (443) compared with 2019 (552), however 9 people were killed and 105 were seriously injured on Barnsley's road network. Whilst improvements have been made since 2016, but more still needs to be done to improve road safety in Barnsley. Transport has a key role to play in ensuring the safety of Barnsley's residents, and it is therefore essential that the safety of users is at the centre of all proposals.

Wider concerns – particularly environmental – have increased in prominence and importance in the Borough. With around half of Nitrogen Dioxide and Particulate Matter deriving from road transport in Barnsley, this updated Strategy must respond to and reflect this vital public health challenge.

We also have an ambition to be a net-zero borough by 2045, with an 80% reduction in our carbon emissions by 2030. With transport making up a quarter of our emissions, our strategy must reflect this challenge.

This Transport Strategy is a long term plan to 2030 which also incorporates all the necessary elements of the South Yorkshire Mayoral Combined Authority Transport Strategy. It establishes an evidence-based policy framework for our objectives and vision and outlines the steps that are necessary to deliver them. It also demonstrates that we intend to continue to be at the forefront of efforts to transform the transport system through bold action and innovation to tackle Barnsley's key transport challenges and create Healthy Streets.

Picture: Thurgoland Tunnel



Structure of the Transport Strategy

The Transport Strategy has been developed to align with the objectives as set out in the South Yorkshire Mayoral Combined Authority 's over-arching Transport Strategy. The Strategy also takes account of a range of Council strategies and plans, particularly the Local Plan and the Barnsley 2030 documents.

Section 02 – provides the context of the Borough – information on the demographic make-up of Barnsley, existing transport provision and the way people travel. It also assesses both the transport challenges the Borough faces the opportunities to address them.

Section 03 sets out the Council's strategic transport objectives, policies and targets, and the measures we propose to implement to respond to the challenges we face to help us meet our targets.

Section 04 shows the consultation we have done to date; which has helped to shape our strategy

Section 05 includes a Monitoring Plan to ensure we are on track with delivering the objectives within the Transport Strategy

Section 06 – provides details on how our aspirations will be funded

Picture: Barnsley Interchange



Section 02 – Borough Context, Challenges and Opportunities

This section sets out the background context for the Transport Strategy, providing information about Barnsley as a place, its transport network, and the people who live, work and study in the Borough. It also summarises the challenges and opportunities for transport in Barnsley and links to wider regional and local policies.



Barnsley – the Place, Our People, Our Economy

The Place

Barnsley is situated in South Yorkshire, with the cities of Leeds to the north, Manchester to the west, and Sheffield to the south, and is part of the Sheffield City Region. Given its location between Leeds and Sheffield, Barnsley is uniquely placed to benefit from two major economic centres.

The district has approximately 1175km of roads and footways, 750km of public rights of way. Barnsley is also the birthplace of the Trans Pennine Trail, which includes 75km of pathways.

Historically, Barnsley's economy was centred around coal mining, resulting in the borough's dispersed settlement pattern of small towns and villages. Because people lived close to where they worked, and coal was moved by rail, road links between towns and villages were poor and communities were self-contained.

The borough has a varied geography. The west of the borough, centred on the rural market town of Penistone, is predominantly rural in character, with open moorland, arable farmland and natural woodland, and is characterised by hilly countryside, part of which lies within the Peak District National Park.

In the centre of the borough is Barnsley itself and the surrounding urban area, which is the main business, administrative, shopping and entertainment centre. To the east of the borough, stretching from the M1 corridor to the Dearne Valley, are the towns of the former Barnsley coalfield which form a dense settlement pattern and have a relatively high level of deprivation.

Settlement Hierarchy

As detailed in the Barnsley Local Plan 2019, Barnsley's settlements are categorised into the Sub Regional Town of Urban Barnsley, Principal Towns and Villages. Barnsley has six Principal Towns; Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns), Cudworth and Royston, which along with Urban Barnsley, are the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

Urban Barnsley, which includes Barnsley town centre itself, is the main retail employment, educational and cultural centre of the borough.

The Dearne Towns (Goldthorpe, Thurnscoe and Bolton on Dearne) are situated in the East of the borough. Goldthorpe town centre is the main shopping and service centre for the Dearne Towns.

Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston are in an arc close to Urban Barnsley and, whilst different in character, have interlinked functions and cumulatively provide significant employment opportunities.

Our People

Population

Barnsley's population has been growing constantly since 2001, with the overall population estimated to be 243,341 as of 2017 mid-year estimates. This represents an increase of 4.9% since the 2011 census, which is 0.2% higher than the England rate and 1.8% higher than the regional rate.

Based on the mid-2016 population projections, Barnsley's resident population is predicted to reach 257,000 by 2025 and 263,500 by 2030.

Employment

The percentage of Barnsley's working age population in employment as of 2018 was 71.1%, a slight increase on 2017 which was 70.8%. Despite the slight increase, trends show that Barnsley continues to have a lower number of working age residents in employment compared with Yorkshire & Humber and England, which have 73.6% and 75.4% respectively. The gap

between Barnsley and the rest of England has also widened in recent years.

Trends show that since 2013, the percentage of working age residents in Barnsley that are unemployed has declined, which mirrors the trend of the national and regional figures. The percentage of working age residents that are unemployed in Barnsley is 5.0%, slightly higher than the rate for Yorkshire & Humber (4.5%) and England (4.1%), whilst the percentage of 'economically inactive', that is, those who are of working age but not seeking employment, is 24.5%, again higher than Yorkshire & Humber (22.9%) and England (21.3%).

Deprivation

Barnsley is ranked as the 38th most deprived local authority out of the 326 local authorities in England based on 2019 figures, with the east of the borough having the most deprived areas.

In terms of education, skills and training, Barnsley is ranked as the 11th most deprived, while for employment it is the 23rd most deprived and 35th most deprived in terms of income.

The 2011 census reported that 26.9% of households in Barnsley do not own a car or a van. This is slightly higher than the England average (25.8%) and slightly lower than the Yorkshire & Humber regional average (27.6%).

The fact that Barnsley is one of the most deprived local authorities, and over a quarter of residents do not have access to a car, illustrates the importance of accessible and affordable public transport and active travel. It is also essential that Barnsley's transport system provides residents with good connections to employment and training opportunities.

Health and Wellbeing

Life Expectancy

Life expectancy at birth for males in Barnsley is currently 78.1 years compared with 74.6 years in 2001-2003. The current life expectancy at birth for males in England as a whole is 79.6, meaning the gap between Barnsley and England is 1.5 years, which has widened slightly compared with 2012-2014 where the difference was 1.1 years.

Life expectancy at birth for females in Barnsley is currently 81.9 years compared with 79.6 years in 2001-2003. This compares to 83.1 years for England as a whole – a gap of 1.2 years, which has decreased compared with 2012-2014 where the difference was 1.4 years.

In addition to this, healthy life expectancy at birth for males in Barnsley is currently 59.7 years, compared to 61.7 years across the Yorkshire and Humber region. Healthy life expectancy at birth for females in Barnsley is currently 61.0 years, slightly lower than the figure across the Yorkshire and Humber region (61.5 years).

Planned correctly, transport can have a significant impact on improving the health and wellbeing of residents, which, by extension, could lead to improved life expectancy and healthy life expectancy across the borough. It is therefore essential that Barnsley's transport system provides opportunities for residents to improve their physical and mental health, overall wellbeing and connects them to recreational facilities and open spaces.



Physical Inactivity

Evidence shows that the adult population in Barnsley are less active compared to regional and national averages. The percentage of adults (age 19+) in Barnsley who do less than 30 minutes of physical activity per week is 27.7%, compared with 24.1% in Yorkshire & Humber and 22.2% in England.

The percentage of adults (age 19+) in Barnsley who achieve 150+ minutes of physical activity per week (60.9%) is also less than the regional and national average, which is 64.6% and 66.0% respectively.

As a result, the number of adults with excess weight in Barnsley is 71.6% (7 out of 10 adults), which is significantly higher than the rate for England (64.6%).

All of the 21 wards in Barnsley have a higher rate of obesity than the rate for England, with rates generally higher in the wards in the East of the borough. The rates for obesity range from 24.5% in Penistone West to 30.6% in Wombwell, and the overall rate for Barnsley is 28.4% which is significantly higher than the England rate of 24.2%.

Picture: Child Cycling



The rates of excess weight in children in Barnsley are 18.0% for 4 to 5-year olds, and 32.1% for 10 to 11-year olds. These rates are lower than the regional and national rates which are 22.9% (age 4-5) and 34.7% (age 10-11) in Yorkshire & Humber, and 22.4% (age 4-5) and 34.3% (age 10-11) in England.

Active transport modes such as walking and cycling offer significant opportunity to increase activity levels and, in doing so, improve overall health and wellbeing and reduce obesity, whilst also offering an affordable and inclusive means of transportation. Similarly, public transport also offers the potential to increase activity levels and improve overall health and wellbeing, as it usually involves some element of active travel when travelling to and from public transport services.

Disability

Almost a quarter (23.9%) of Barnsley residents reported in the 2011 Census that their day to day activities are limited due to a long-term health issue or disability. This is significantly higher than both the regional and national rates, which were reported as 18.8% for Yorkshire & Humber and 17.6% for England. To tackle this, the installation of benches on active travel routes will be considered where applicable to aid those who struggle with walking.

It is recognised that active travel can help to prevent the onset of some health issues, including hidden disabilities. However, alternatives to active travel modes are also required for those living with long-term health issues and disabilities.

Our Economy

Barnsley is unique within South Yorkshire in that it has both urban and rural economies – the rural areas forming an important part of our thriving visitor economy.

As of 2017, the total number of jobs in Barnsley was 77,000. Of these jobs, 66.2% were full time positions, which is slightly less than for Yorkshire & Humber (67.1%) and England (67.8%).

These jobs are split across a variety of sectors, with the sectors accounting for the highest percentage of jobs being in the manufacturing, wholesale and retail trade; repair of motor vehicles & motorcycles, and human health and social work activities sectors.

Total Gross Value Added (GVA) for Barnsley has grown over recent years to over £3.4bn as of 2015, however despite this growth, GVA per head remains low relative to our peers and the wider UK at £14,619.

How people travel to work

Mode Share

Figure 1 shows how Barnsley residents travelled to work in 2011. 76.0% of our residents travelled to work by car, which is higher than the wider SYMCA where the mode share was 71.0%.

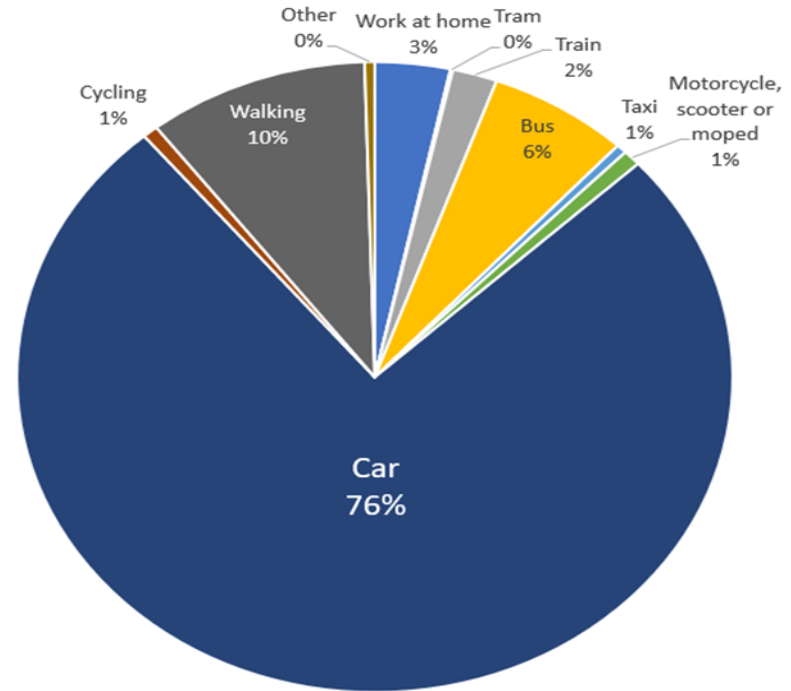


Figure 1 – Mode Share

Barnsley Borough Moving from A to B

Public transport has an 8% mode share in Barnsley, which is lower than the overall figure for SYMCA (12.0%).

Active travel (walking and cycling) accounted for 11.0% of the mode share in Barnsley, which is slightly less than the mode share for SYMCA overall (12.0%).

The SYMCA Transport Strategy sets out mode share targets for 2040 of increasing bus trips by 18%, rail trips by 100%, tram by 47%, walking by 21%, cycling by 350%, and managing the increase in private car/van/goods trips to 8%. As the SYMCA Transport Strategy is the overarching strategy for the region, Barnsley will need to aim towards these targets to achieve the goals and policies set by SYMCA.

Car

The private car is the dominant mode of transport in all of the wards in the borough, with the majority of journeys being under 2 miles.

The highest percentage car use is in the Darton East, Penistone East and Darfield wards, where car use accounts for 81.0%, 80.0% and 80.0% respectively.

The lowest percentage car use is in the Old Town, Central and Kingstone wards, which are 69.0%, 67.0% and 62.0% respectively. As these wards are all centrally located, this is due to more people choosing to walk to Barnsley Town Centre for employment or to commute via train.

Where are we now relative to the SYMCA Transport Strategy Goals and Policies?

A priority for SYMCA is to encourage a shift from the private car to more sustainable modes such as public transport and active travel modes. The overall reliance on the private car throughout Barnsley is therefore in contrast to the SYMCA goals and policies and highlights the need for investment in sustainable transport and active travel to enable this change.



Active Travel

Walking has the second-highest mode share for the borough at 10.0%, which is in line with the mode share in the wider SYMCA. At ward level, the Kingstone, Old Town and Central wards have the highest percentage of people choosing to walk to work at 23.0%, 19.0% and 18.0% respectively, which is likely as a result of these wards' central location and proximity to Barnsley Town Centre and the transport interchange.

The wards with the lowest share of people choosing to walk to work are Hoyland Milton, Darton East and Penistone East at 7.0%, 6.0% and 4.0% respectively.

The percentage of people choosing to cycle to work is low in each of the wards in Barnsley, with the share of those cycling at or below 1%, which is slightly less than the mode share for the wider SYMCA (2.0%). The overall number of people choosing to cycle in Barnsley is also lower than our South Yorkshire neighbours.

The Trans Pennine Trail has seen high levels of use during the pandemic and, moving forward these levels need to be sustained / increased.

Where are we now relative to the SYMCA Transport Strategy Goals and Policies?

Whilst the small percentage of people using active travel modes to get to work in Barnsley is comparable with SYMCA, encouraging more sustainable travel choices (particularly active travel modes) is a priority for SYMCA. As mentioned before, the reliance on the private car across the Barnsley borough is in contrast with the goals and policies set out in the SYMCA Transport Strategy, and actions will need to be taken to get more of Barnsley's residents out of the car and using more sustainable modes.

Public Transport

Buses accounted for 6.0% mode share for people travelling to work in Barnsley, 3.0% less than for the wider SYMCA. At ward level, St Helens, Stairfoot, Worsbrough and Monk Bretton had the highest percentage of people travelling to work by bus, at 13.0%, 10.0%, 8.7% and 8.5% respectively. Penistone (East and West), and Darton (East and West) wards had the lowest percentage of people travelling to work by bus, at 2.0% and 4.0% respectively.

The share of people in Barnsley using the train to travel to work is in line with the wider SYMCA at 2%. The wards with the highest share of rail travel in Barnsley are Hoyland Milton (4.0%), Kingstone (3.0%), Dearne South (3.0%) and Wombwell (3.0%), reflecting good accessibility to rail stations in these wards.

The North East, Darfield, Stairfoot, Cudworth, Worsbrough, St Helens, Rockingham, Monk Bretton and Royston wards had the lowest share of people using the train to travel to work, at just over 1.0% of residents for each.

Where are we now relative to the SYMCA Transport Strategy Goals and Policies?

The number of residents in Barnsley opting to travel to work by public transport is low relative to existing SYMCA levels, particularly for people travelling by bus. One of the goals of the SYMCA Transport Strategy is to achieve a 'cleaner and greener' Sheffield City Region, with increased use of sustainable modes, including public transport, being integral to achieving this. The COVID pandemic has seen bus patronage fall to an all-time low and this will need to be addressed.

The impact of COVID-19 on the bus network has been significant as annual passenger miles across South Yorkshire fell by 23 million; bus miles operated reduced by 11.5% and funding was 48% less than it was in 2010.

The high dependence on private cars results in increased congestion, longer journey times and poorer air quality – in direct contrast to the SYMCA goals of achieving a cleaner and greener city region. The low numbers of people travelling to work by public transport in Barnsley highlights the need for investment to

Barnsley Borough Moving from A to B

encourage people to leave the car at home and make the switch to more sustainable modes.

For many people, the bus does not present a viable choice, either because of where the network runs or its times of operation or its affordability.

We expect a range of measures will be required to ensure that public transport is the preferred mode of travel and combines seamlessly with active travel opportunities for part of the journey. The recently published Bus Review is aimed at addressing these issues.

As this Transport Strategy is up to 2030, it is recognised that many changes may be proposed around highways and road use, including active travel, and how bus and train services are designed and operate.

New technology is likely to change how people travel, and there may also be public transport industry changes, which are likely to require careful consideration to the way that public transport is provided.

Carbon Emissions from Transport

The dominance of the car for journeys in Barnsley presents a challenge for decarbonising our borough. Transport currently makes up a quarter of the borough's carbon emission and we have an ambition to reduce this by 80% by 2030. This will require a reduction in demand for transport, mode shift to more sustainable modes of transport and the electrification of remaining vehicles.



Picture: Woodland Trail

Where people work

Prior to the pandemic, the percentage of people in Barnsley who work from home (3.0%) is comparable to the wider SYMCA (4.0%).

However, with the pandemic we have seen a decrease of 17% of people travelling to places of work

As technology continues to advance at a rapid rate and increasing numbers of people benefit from better broadband and mobile network coverage, it is expected that more people can, and will, choose to work from home in the future, changing the dynamic of how, and when, people choose to travel. It is therefore essential that Barnsley's transport system responds to these changes and provides people with choice and flexibility over how they travel.

The majority of working age residents in Barnsley work within the borough itself. Prior to the pandemic, the number of residents commuting out of Barnsley to other local authorities is 37,964, while the number of people who commute into Barnsley from other local authorities is 17,333, meaning a net outflow of -20,631.

The local authorities which Barnsley residents predominantly commute to are Sheffield (8,353), Rotherham (8,226) and Wakefield (7,028), followed by Leeds, Doncaster and Kirklees. The local authorities with the most people commuting into Barnsley mirrors the above, with Sheffield (3,961), Rotherham (3,363) and Wakefield (3,024) accounting for the highest number of people, followed by Doncaster, Kirklees then Leeds.

Barnsley Council will prioritise collaborating with neighbouring authorities to ensure funding streams are benefitting residents that commute between the regions and scheme delivery is maximised.

What does this mean for Barnsley?

The fact that the majority of working age residents work within the borough itself highlights the importance of intra-connectivity within Barnsley, particularly between the villages, Principal Towns and Urban Barnsley.

In addition, the fact that Barnsley has more people exiting rather than entering the borough for work also highlights the importance of cross-border connectivity and good accessibility to key interchanges.

We know that the majority of Barnsley residents choose to drive to work rather than take public transport, so accessibility to public transport services with car-competitive journey times both within the borough and cross-border is vital to encourage more people to switch to sustainable modes.

Current schemes such as the A61 Active Travel Routes and A635 aim to connect local communities with places of employment and education via active travel methods, with hopes to extend this further across the borough.

BMBC recognises the need to work with both employers and employees to encourage more sustainable travel, be it through walking and cycling or fares/ticketing subsidies for bus and rail and to have effective travel plans.

Policy and Programme Review

A review of national, regional and local policy was undertaken to summarise the key policy aims and understand what they mean for Barnsley at a local level and how Barnsley can build upon the principles. A summary of the policies and programmes which were reviewed are outlined below, along with a high-level summary of what these mean for Barnsley.

National Policies and Programmes

The following national policies and programmes were reviewed:

- Department for Transport (DfT) Future of Mobility Urban Strategy
- National Highways Draft Road Investment Strategy 2 (RIS 2)
- Network Rail Delivery Plan

What they mean for Barnsley

The Barnsley Transport Strategy will need to align with the Future Mobility Principles set out in the DfT Future of Mobility Urban Strategy. The strategy is focussed around nine principles which underpin the Government's approach to emerging transport technologies and services and are intended to help guide innovators and local authorities as they develop, deploy and manage mobility innovation.

Continued work with Highways England will be needed to address congestion, poor air quality and network inefficiency, in recognition that many residents and businesses in Barnsley are close to the motorway and SRN, and that our roads are operating at capacity already.

Intelligent infrastructure, improved journey times, more reliable services, and updated information as a result of planned

improvements in the Network Rail Delivery Plan will mean more people in Barnsley can depend on rail as a key mode of transport, particularly to access opportunities that are further afield, as opposed to using the car.

Sub-regional Policy

The following sub-regional policies were reviewed:

- Transport for the North (TfN) Strategic Transport Plan
- South Yorkshire Mayoral Combined Authority (SYMCA) Transport Strategy
- SYMCA Integrated Rail Plan

What they mean for Barnsley

Barnsley will be better connected as a result of improvements to highways within the strategic development corridors set out in the TfN Strategic Transport Plan, providing opportunities not just locally but regionally and beyond. This will enable better access to specialist healthcare centres, education, jobs, more business opportunities, more choices for leisure and tourism and overall, a better quality of life for local residents.

The SYMCA Transport Strategy is the overarching Transport Strategy for the region, therefore the goals and policies listed in the Strategy apply to Barnsley, and the Barnsley Transport Strategy needs to align with it. The SYMCA Transport Strategy aims to improve the existing transport network across the region which will result in better access to jobs, markets, skills and supply chains for those living in Barnsley.

Barnsley Borough Moving from A to B

The SYMCA Integrated Rail Plan sits under the SYMCA Transport Strategy and is intended to serve as the implementation plan for rail within the SYMCA Transport Strategy.

Local Policy

The following local policies were reviewed:

- Barnsley 2030 Vision
- Barnsley Local Plan
- Barnsley Rail Vision
- Barnsley Active Travel Strategy and Implementation Plan
- BMBC Air Quality Action Plan 2017 – 2021
- BMBC Zero Carbon SEAP
- BMBC Energy Strategy 2015 – 2025
- BMBC Sustainable Energy Action Plan 2020-2025
- Peak District National Park Core Strategy
- Penistone, Oxspring, Cawthorne and Silkstone Neighbourhood Development Plans

What they mean for Barnsley

The Barnsley Local Plan is a statutory document and sets out the policies and proposals for spatial development in Barnsley. It will be used when considering planning applications and to coordinate investment decisions that affect the area. It aims to improve sustainable economic development by attracting more business, enabling existing businesses to grow, and provide more jobs and opportunities for local residents, as well as increasing and improving the local housing stock.

The **Barnsley 2030 Vision** presents the key themes and ambitions for the Borough

The graphic features a purple vertical bar on the left with the text 'Barnsley 2030' in yellow and white. Below this, it says 'Barnsley - the place of possibilities.' To the right, a table lists four themes: Healthy Barnsley, Learning Barnsley, Growing Barnsley, and Sustainable Barnsley. Each theme has a corresponding color and a list of ambitions.

Themes	Healthy Barnsley	Learning Barnsley	Growing Barnsley	Sustainable Barnsley
Ambitions	<p>Everyone is able to enjoy a life in good physical and mental health.</p> <p>Fewer people live in poverty and everyone has the resources they need to look after themselves and their families.</p> <p>People can access the right support, at the right time and place and are able to tackle problems early.</p> <p>Our diverse communities are welcoming, supportive and resilient.</p>	<p>Children and young people aim high and achieve their full potential with improved educational achievement and attainment.</p> <p>Everyone has the opportunity to create wider social connections and enjoy cultural experiences.</p> <p>Lifelong learning is promoted and encouraged, with an increase in opportunities that will enable people get into, progress at and stay in work.</p> <p>Everyone fulfils their learning potential, with more people completing higher-level skills studies than ever before.</p>	<p>Local businesses are thriving through early-stage support and opportunities to grow.</p> <p>Barnsley is known as a great place to invest, where businesses and organisations provide diverse and secure employment opportunities, contributing to an economy that benefits everyone.</p> <p>People have a wider choice of quality, affordable and sustainable housing, to suit their needs and lifestyle.</p> <p>Residents, businesses and organisations are more confident in accessing and using digital resources, benefitting all aspects of daily life.</p>	<p>People live in sustainable communities with reduced carbon emissions and increased access to affordable and sustainable energy sources.</p> <p>People can get around in Barnsley easier than ever, with an increase in cycle routes and better connections across the borough.</p> <p>Barnsley has increased the amount of renewable energy that is generated within the borough.</p> <p>People are proud of and look after their local environment.</p>

The **Barnsley Rail Vision** presents the key messages for transforming Barnsley's rail network. It describes the opportunity to promote Barnsley through the rail network, and grow passenger numbers through enhancements to rail services and facilities.

Barnsley's Active Travel Strategy aims to make active travel an attractive and realistic choice in Barnsley. BMBC believe that it should be the preferred mode of transport for short journeys, and part of the overall transport mix for medium and longer journeys, that enable and encourage people to walk and cycle as part of their daily lives, even for part of their journey.

BMBC's Air Quality Action Plan (AQAP) outlines the actions BMBC will take to improve air quality in Barnsley between 2017 and 2021 and contains a number of actions designed to improve air quality in Barnsley's air quality management areas (AQMAs), and in the borough as a whole. It aims to reduce traffic and congestion, increase efficiency of the road network, and improve existing vehicle fleets by encouraging the uptake of low emission vehicles and alternative fuels.

The BMBC Energy Strategy and SEAP have been developed to provide BMBC, local businesses and local communities with a firm and clear direction of travel in securing a greener and more sustainable future for the borough. The strategic objectives are to facilitate a net-zero borough by 2045, to create a green economy, improve energy efficiency, increase the production and use of more low-carbon energy, have a cleaner, lower carbon environment, and promote and facilitate sustainable communities.

The Peak District National Park Core Strategy is the principal document to guide land use and development in the National Park. Part of the west of Barnsley lies within the Peak District National Park, therefore these areas are covered by this core strategy rather than Barnsley's Local Plan, and development in these areas will need to align with it.

The Penistone and Oxspring Neighbourhood Plans have been prepared by local residents and now form part of Barnsley's Statutory Development Plan. The residents of Cawthorne and

Silkstone are also preparing Neighbourhood Plans for their respective areas and, once adopted, these will also form part of Barnsley's Statutory Development Plan.

South Yorkshire Mayoral Combined Authority Transport Strategy Goals & Policies

As the SYMCA Transport Strategy is the overarching transport strategy for the region, the Barnsley Transport Strategy will have common aims and objectives and will support delivery of the goals and policies set out in the SYMCA Transport Strategy. As such, the Barnsley Transport Strategy must align with it.

A summary of the SYMCA Transport Strategy goals and policies is presented below.

SYMCA Transport Strategy Goals	SYMCA Transport Strategy Policies
Residents and businesses connected to economic opportunity	<ol style="list-style-type: none"> 1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this. 2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this. 3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision.
A cleaner and greener Sheffield City Region	<ol style="list-style-type: none"> 4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs. 5. Lead the way towards a low carbon transport network, including a zero-carbon public transport network. 6. Work in tandem with the planning and development community to create attractive places.

SYMCA Transport Strategy Goals	SYMCA Transport Strategy Policies
Safe, reliable and accessible transport network	<ol style="list-style-type: none"> 7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places. 8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel. 9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces.

Summary of SYMCA Transport Strategy Goals and Policies

SECTION 03 Our Vision, Objectives and Measures

The Barnsley 2030 Vision

The Barnsley 2030 Vision “Barnsley – the Place of Possibilities” sets out four themes and our Ambitions. Aligned to these ambitions we need a transport system that enables the following:



A Healthy Barnsley – Our transport system will have a positive impact on people’s health and wellbeing and will raise health and environmental standards across the borough through the promotion of accessible walking and cycling routes and the reduction of air pollution, noise and carbon emissions.

A Learning Barnsley – a transport system for Barnsley that facilitates a prosperous, sustainable economy for the borough, the City Region and the North, strengthening our long-term economic competitiveness

A Growing Barnsley – The improvements we are making to our Town Centre and Principal Towns will make them more people friendly. People will have access to a wider labour market. The significant programme of projects we have will support new opportunities for skills development and better local jobs. People of all abilities will have more opportunities to connect into our transport network

A Sustainable Barnsley – People will be able to get around the borough easier than ever, with an increase in accessible walking and cycling routes and better connections across the borough

Objectives,

These objectives have been formulated to reflect our priorities in a measurable context. They will provide the focus for the Transport Strategy and will inform the targets set out later in this document. This will enable the borough to measure progress against the objectives and therefore progress against the key policy areas reflected in the priorities. The Transport Strategy has also been subject to an Equalities Impact Assessment.

Objective 1 – To Transform our Streets and Places to Enable an Increase in Cycling and Walking

Increasing the uptake of cycling and walking will actively contribute to a reduction in congestion and air pollution and improve the health of Barnsley's residents. Use of public transport instead of the private car also contributes to reduced congestion and is important in enabling access to services. Uptake of all these modes can be influenced by effective travel planning measures and infrastructure.

Objective 2 – Support Economic Growth and Regeneration

With the adoption of the Local Plan, Barnsley is expected to see high levels of growth over the next 10 years. Transport investment will be required (which is likely to include the building of new roads / infrastructure) to ensure we maintain a high-quality strategic network as we grow. We need to ensure that development takes place on a sustainable basis, is accessible for all users and does not place undue pressure on the transport network.

Objective 3 – Reduce conventional vehicular trips on the network, for journeys of less than 2 miles

This is not about reducing the total number of trips on the network as mobility is highly important for our economic growth and for those residents who struggle to travel by other means and require motorised travel to facilitate independence.

Our focus is on reducing the number of journeys that occur at peak times and are 2 miles or under and encourage the use of less polluting vehicles (especially freight transport)

Objective 4 – To Reduce and Mitigate the Impact of Transport-based Emissions and Noise in Barnsley

Research and evidence has shown that particulate matter and nitrogen dioxide generated by a variety of sources has a significant adverse effect on the health of those who are regularly exposed. A proportion of these pollutants are generated by transport. Reduction in exposure to these pollutants could result in significant health benefits for Barnsley residents

Objective 5 – Reduce Killed and Seriously Injured (KSI) incidents and slight accidents on our roads

Over the last 10 years our roads have become safer, but there is still considerable work to do to further reduce accidents and create safe and accessible streets for all.

Objective 1 – To Transform our Streets and Places to Enable an Increase in Cycling and Walking

Barnsley is expecting high levels of growth over the next 10 years with another 21,000 houses to be built. This growth will put more pressure on the road network, so if it is to be accommodated without affecting the quality of life of our residents, more journeys must take by sustainable modes. These include walking, cycling and public transport (bus and rail).

It is also acknowledged by our Public Health partners that the use of sustainable travel modes can have a hugely beneficial impact on health. Cycling and walking improves fitness and reduces the risk of heart disease.

Getting more people to shift from motor vehicles towards sustainable modes is fundamental to achieving Barnsley's vision. Enabling more walking and cycling is an essential element of the Council's efforts to improve air quality and reduce transport's contribution to climate change. It also contributes to reduced congestion and therefore the ability to provide a higher quality environment on local streets enabling greater mobility through improved accessibility and increased perceived personal safety for all. Fewer cars result in reduced emissions of particulate matter and NO₂ contributing to better air quality and better health.

The Transport Strategy therefore seeks to provide a framework by which the use of sustainable modes can be promoted and increased.

Increased Pedal Power - Cycling

Our Commitment

To increase cycling throughout the borough and secure the necessary funding to make it happen

Cycling is considered particularly beneficial in terms of health and wellbeing, with those who cycle regularly reporting less stress, less ill-health and improved cardiovascular fitness levels. Regular cyclists are half as likely as the average person to suffer from heart disease, 27% less likely to have a stroke, and will live, on average, more than two years longer.



Cycling is a relatively cheap mode of travel once a bike has been obtained, making it accessible to a large section of the population. In particular, for those without access to a car cycling can expand the distance which an individual is able to travel and hence increase the number of services, jobs and other destinations that they can access

Picture: Cyclists

Cycling

Cycling provision such as dedicated cycle lanes, although growing as part of Barnsley's transport infrastructure, still require further expansion - which is reflected by the low percentage of residents currently choosing to cycle to work as noted in previous sections

Increasing participation in cycling brings many environmental and health benefits. The borough has the Trans-Pennine Trail, and a recent study highlighted two sections of the trail (Penistone and Wombwell) have recorded on average over 200 cycle trips per day, while the stretch of the trail linking Wombwell with the town centre recorded on average more than 150 cycle trips per day. However, all other parts of the Trans Pennine Trail recorded fewer than 50 trips per day, suggesting people will use routes which are traffic-free, have good surfaces and connect them with the places they want to go to such as workplaces, leisure and education.

However, there are still many gaps, particularly at busy road junctions that remain unattractive and create physical and perceived barriers to lots of 'would be' cyclists and we need to improve and promote the overall network to make it more attractive for commuters and students.

Nearly a third of commuters live within a 5km radius of Barnsley Town Centre, and the areas where people live is often also the same area that most residents work in. This highlights the short distances people in Barnsley travel to work and illustrates the potential for increasing active travel journeys across the borough. BMBC have already developed and delivered many walking and cycling routes – many of them off-road, and we have been working

to identify how best to complete the network that will support both commuters and leisure activities.

We need to ensure that we make best use of our historical assets (disused railway lines and canal towpaths) to provide the routes and information to connect communities to education and employment opportunities. As part of the Principal Towns requests, reinstating routes such as the active travel pathway south of the canal, between Barugh and Old Town, will be explored.

Given our industrial legacy, the borough has lots of opportunities for better facilities for cyclists. However, we need to develop parking, changing facilities, showers, and lockers, to make it easier to integrate cycling with everyday activities, and improved training and driver awareness, to ensure people have the confidence to encourage more people to cycle more often; particularly those who are not "traditional" cyclists

BMBC is also working with SYMCA around aspirations for a wider active travel network which, in the longer term, will accommodate all cycle types, e.g. tricycles as well pedestrians and wheelchair users.

Cycling Targets

- Increase mode share to 3% in 2030 from 1% in 2020
- Increase the number of cycle parking spaces by 500 by 2030
- Increase number of adults accessing cycle training by 100 adults per year up to 2030
- Increase the number of children accessing cycle training by 90 children per year up to 2030
- Increase the off-road cycle routes by 10km each year to 2030
- Increase number of bike and e-bike loans by 40 each year up to 2030
- Increase the bike and e-bike stock by 10 cycles each year

A Step in the Right Direction – Walking

Our Commitment:

To make walking a much more attractive and accessible option for trips less than 2 miles

Walking is an important element of getting to places, even when we have used other modes for part of the journey. Information, incentives, support and help is already available to encourage and promote walking, including travel planning advice, walking maps, journey planners, and organised walking activities for families and / or keen walkers.

It has been identified that walking as a sustainable mode needs a greater emphasis than it has previously had. This was particularly important for groups such as Living Streets and Sustrans who commented that the benefits of walking are like those of cycling and that most journeys begin and end on foot. Therefore, the Transport Strategy seeks to afford walking and pedestrians a higher level of priority and to fully support further uptake of this mode. It is increasingly understood that while walking has similar health benefits to cycling it also has different characteristics which make it suitable for different user groups. Unlike cycling it does not require equipment to be purchased and is readily available to most of the population. This makes it a very accessible mode for both the younger population and the older population.

For groups who struggle to access other modes it can have the benefit of providing a greater level of independence, improving mental health and well-being through enhanced mobility. It can also provide a way into physical activity for those who are older and may not be confident enough to take up cycling in their later years.

Increasing the number of trips carried out by foot also reduces car travel and therefore contributes to better air quality as well as lower levels of congestion and improved road safety.

Place making

There are several factors that are important in encouraging or discouraging walking, however the quality of the environment is vital in persuading individuals that the streets are both safe and accessible and that therefore walking to their destination is not just practical but also pleasant.

Place making plays an important role in this and will be instrumental in increasing the uptake of walking going forward. This should be reflected in scheme design, particularly for major schemes.

In opportunity areas which are due to see high levels of growth or re-development it is important that place making is incorporated into the development. This includes safe accessible regular seating areas to enhance the sustainability of the development and encourage greater uptake of walking.

Place making and a high-quality urban realm are also important in encouraging use of the streets by more people. This in itself makes the streets feel safer due to the greater level of surveillance by other members of the public. This is important in enhancing community safety and designing out crime where possible.

There are approximately 750 kilometres of Rights of Way in Barnsley these range from the Trans Pennine Trail (bridleway) to rural footpaths across the moors. PROW exist in both rural and urban areas, but the usage tends to be different in each area.

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All routes and networks above provide a firm foundation and provide major steps in the right direction for developing the pedestrian network. At present many routes do not connect, frequently being physically cut by roads, railways, buildings or other developments, and important key destinations often lack safe and direct pedestrian routes.

Although the existing and potential routes described in this section provide pedestrian access to most of the urban areas across the Borough, one of the outcomes of this strategy will be to develop these routes to improve connectivity and develop a network that interlinks communities with local facilities.

In addition, we need to ensure that walking routes to our transport interchanges are safe and legible to help make public transport more attractive. BMBC is currently working towards this goal, with the Elsecar and Darton Station Access Schemes aiming to improve active travel links to the two rail stations.



Picture: Hikers

Walking Targets

- An increase in walking from 10% in 2020 to 20% in 2030
- To have 80% of schools with an active travel plan by 2030 of which 20% attain Gold standard
- Improvements to 10km of the PRoW year on year to 2030

All Aboard for Better Buses

Our Commitment

To increase accessibility and mobility in Barnsley by public transport through securing new services, more capacity and greater service frequencies on appropriate routes from Public Transport Operators

While Barnsley Council does not directly fund, manage or control any public transport services, the Borough seeks to secure service improvements from the SYMCA and its operators. We work closely with the SYMCA in developing schemes and strategies in order to ensure public transport is well catered for within the Borough and will continue to do so.

Public transport plays an important role in providing an alternative to car use and, though bus and train use are not considered active modes, they contribute to reduced congestion and lower emissions by reducing the number of car trips taking place.

Bus services in particular are also important in enabling access to services, employment and education for those who do not have access to a car. They therefore perform a vital function in reducing social exclusion and enhancing social cohesion.

Bus services in the borough are predominantly a 'hub and spoke' pattern between the town centre and the Principal Towns. Travel between the Principal Towns and the town centre is relatively simple, whereas journeys between the Principal Towns, and to areas outside the major road network, are more difficult, with slow journey times and infrequent services.

External links also tend to originate from Barnsley Interchange and not from the Principal Towns themselves, necessitating travel to the town centre, with additional longer travel time and inconvenience.

The greatest weakness of public transport in Barnsley is in bus services. Due to traffic congestion and a lack of dedicated infrastructure, buses are often stuck in traffic, leading to slow travel speeds and a lack of travel time reliability.

COVID has had a devastating impact on bus patronage and passenger numbers. The aspiration, therefore, is to increase the level of bus use, and a combination of bus and active travel, requires consideration of how to best put bus to the fore of the road hierarchy. This could include more bus priority measures, such as bus lanes and priority for bus at traffic lights, for example. This also requires some potentially difficult decisions around car parking, parking enforcement and deliveries.

Picture: Bus



Bus operations continue to be undertaken on a largely commercial basis, with some public subsidy for services for geographically isolated settlements although the budget for these has decreased over recent years.

However, with the submission of the Bus Service Improvement Plan (BSIP) and the commitment to an Enhanced Partnerships which could include different types of transport provision that could serve such settlements through demand responsive services. Further, there are people who find it difficult, or who are unable to use mainstream services, often due to reduced mobility or sensory/cognitive impairments.

The Council recognises the role that Demand Responsive Transport could play across the borough; particularly in the more rural areas and for people with mobility issues where a “hail and ride” system might be more appropriate. Community transport services exist that are able to meet some of these needs.

Payments and Ticketing

There are various public transport ticketing options available to Barnsley residents. The TravelMaster provides various options for travel by bus, tram and train within South Yorkshire. These include the SYConnect ticket, which allows unlimited travel on bus and tram within South Yorkshire, and the SYConnect+ ticket, which allows unlimited travel via train, bus and tram within South Yorkshire. The BConnect ticket allows unlimited travel via bus only within Barnsley.

For rail travel, the RailMaster Card allows unlimited rail travel between all South Yorkshire stations and on the Supertram network.

However, whilst there are many ticket options available, many of the travel cards and season tickets available cannot be used across the regions, for example, travel between Leeds and Sheffield via Barnsley requires the purchase of a Travelmaster within South Yorkshire, and a Metrocard is required for travel within West Yorkshire.

The cost of travel is therefore relatively expensive in comparison with the private motor vehicle and is inconvenient for residents, particularly when compared with other successful examples such as the London Oyster card which is available across a similar geographical distance.

The ability to go from one mode of transport to another with relative ease is vital when considering the relative levels of convenience of the private motor vehicle.

Travel

Bus Targets

As mentioned above, Barnsley has limited control over public transport within the borough, however provision of good services is important to achieving the objectives of this strategy.

The impact of COVID19 has seen bus patronage decline rapidly and we must ensure that this mode of travel is maintained to (at least) pre-COVID levels.

- To achieve a mode share target of 33% public transport
- To ensure main corridors have bus shelters with real time information
- Provide accessible storage for bikes

Information

Information about how to use public transport, services and facilities are important in informing transport choices. We

recognise that many residents are unused to using public transport and, as such, more development work around individual travel planning is required. It is intended that transport choices are as wide as possible and that people will also be encouraged to combine public transport use with active travel for parts of their journey.

Keeping Rail on Track

Our Commitment

To increase accessibility and mobility in Barnsley by public transport through securing new services, more capacity and greater service frequencies on appropriate routes from Public Transport Operators

Barnsley has direct rail connections to Leeds, Wakefield, Huddersfield, Sheffield and Nottingham. There is no direct connectivity to Doncaster. Barnsley interchange is located in Barnsley Town Centre, with frequent services running on the Hallam, Leeds-Nottingham and Leeds-Lincoln lines, with services every 20 minutes to Sheffield and every 10 minutes to Leeds.

To the east of the borough, there are stations at Bolton-upon-Dearne, Goldthorpe and Thurnscoe, with hourly services running between Sheffield, Wakefield Westgate and Leeds on the Wakefield Line.

To the west of the borough is Penistone Station. This is situated on the Penistone line, which connects Huddersfield with Sheffield, with an hourly train in each direction.

Despite Barnsley having good local connectivity, public transport connectivity via Sheffield, Huddersfield and Leeds, to London, Birmingham, other core cities and the regional airports is poor. There is no direct Trans-Pennine rail route to Manchester and indirect links take over an hour, despite the relatively short distance to travel. Existing station facilities across Barnsley and the region are also poor quality, however, significant investment over the coming years will look to improve station standards.

The Barnsley Rail Vision presents the key messages for transforming Barnsley's rail network. It describes the opportunity to promote Barnsley through the rail network, and grow passenger numbers through enhancements to rail services and facilities.

Northern Rail franchise service performance across the region is also poor. In South and East Yorkshire, an average of 4.92% of all services were cancelled each month between 6th January 2019 to 4th January 2020. In addition to this, on average only 44.29% of services arrived at their destination at the right time over the same period. As a result of these cancellations and delays, services within the region often suffer from over crowding, particularly to regional centres such as Leeds and Sheffield.

In terms of rolling stock, the current Northern Rail franchise will see every train across the North either refurbished or replaced. This includes the complete withdrawal of all Pacer units across the SYMCA, which was achieved in 2020. The Northern and TransPennine Express franchises also delivered an additional 40,000 seats overall on services every day across the North in 2020, with Wi-Fi available on all services.

Barnsley Borough Moving from A to B

It is recognised that fixed track services are capable of moving large numbers of people efficiently and effectively and can reduce the overall number of vehicles on the road, reduce congestion and improve air quality and health via a wide combination of sustainable travel. It is also recognised that sufficient car and cycle parking is required at stations and that the infrastructure needs to be attractive, i.e. improving the passenger experience and that services need to be frequent, with affordable fares that includes multi-modal opportunities and savings.

All elements of the services need to be safe and offer benefits over using the private car. Upgrading the existing rail network will require partnership working with both Network Rail and the train operators.

Local rail stations can be important focal points for communities and provide opportunities for further community development. BMBC is already working to develop a Community Rail Partnership that could contribute here and enable the views of local residents to be included in negotiations around new franchises.

Community Rail Partnerships, such as the existing Penistone Line Partnership, aim to connect with local communities to improve the stations, increase passenger numbers, help economic & social development, and encourage a sustainable travel option for all.

The SYMCA Integrated Rail Plan sits under the SYMCA Transport Strategy, and is intended to serve as the implementation plan for rail within the SYMCA Transport Strategy. BMBC will continue to work with SYMCA to develop new visions for stations and enhance existing services.

Rail Targets

- Platform extensions at Barnsley Interchange
- Improvements to signage around local stations
- Active Travel connectivity to local stations



Picture: Barnsley Interchange

Travel Planning

Our Commitment

To encourage schools and businesses in Barnsley to develop and own high-quality travel plans at every opportunity, that realise increased active travel and influence travel choices.

Expanding from our current work on school travel plans through the Modeshift STARS programme, we are looking towards business and at personal travel planning; securing these through Planning Applications and s106 agreements; with businesses signing up to Modeshift STARS. Travel planning and personalised travel planning is important in reducing car dependency, enabling independent travel and encouraging sustainable travel. Ensuring residents and businesses are aware of travel options and how they can function to their benefit can make a significant difference to travel habits and it has been shown that travel plan measures can yield good cost benefit ratios.

It is important that we continue to work closely with both schools and businesses to get as many active and comprehensive travel plans functioning within the borough as possible. This is vital in furthering the aim to reduce overall congestion by reducing the number of car trips and to improving the health of Barnsley's residents.

Ensuring good travel plans are in place is just one element. The biggest challenge is ensuring that schools and businesses take ownership and deliver on them. The benefits to schools and

businesses of realising them opens up greater opportunities for all groups to access active travel and hence improve their lifestyle choices.

Greater use of active travel modes will contribute significantly to better health outcomes for all. Currently we have a low number of schools and businesses with travel plans. signed up to the Modeshift STARS programme These plans indicate how the school / business will progress to increasing the number of pupils and staff travelling by active modes rather than by private vehicle.

In the past Travel Planning has been mostly associated with new development, however, personalised travel planning is capable of implementation at any stage and can be a useful tool in encouraging behaviour change and identifying travel choices that

Travel Plan Targets

- Develop Travel Plan Strategy / update SPD by 2022
- 80% of schools have a School Travel Plan and 20% have attained GOLD standard by 2030
- Increase number of STARS accredited schools by 20 year on year achieving 5 Bronze, 10 Silver, 5 Gold
- Target 10 of the largest employers year on year and secure work place travel plans
- Work with HDC to secure work place travel plans for all new employment sites
- Work with HDC to secure travel plans for all new housing developments of 10 dwellings or more

are right for individuals.

OBJECTIVE 2 – Support Economic Growth and Regeneration

Our Commitment

To achieve the best deal for Barnsley when new development occurs in terms of sustainability, accessibility and financial contributions to transport investment

Expected Growth

The Sheffield City Region is expected to grow by a significant amount in terms of employment, jobs and population over the next 15 years. The ambitions of the Local Plan Barnsley are to provide the opportunity to grow the economy by 28,840 jobs.

Growth will create additional pressures on an already very busy transport network. As discussed under other objectives, prioritising the most sustainable, clean and active use of the street as well as improved public transport provision and efforts to reduce overcrowding where possible, will be fundamental to ensuring that growth does not further exacerbate our existing transport problems. This will also be important to ensure that we can respond to people’s need for mobility as well as quality of life.

Transport connectivity is one of the key determinants of the ability of the city region to achieve the wider strategic priority outcomes, stating that continued and sustained economic growth will be a

function of: the relative ease by which people are able to travel to work, education, retail or leisure; and, the relative ease, or otherwise, of business to be able to access markets and distribute goods and services.

The **Barnsley 2030** is a statement of intent, setting out the vision we have for the future economic prosperity of our Borough and the actions that the Council and its partners need to take to deliver this shared vision. **Barnsley 2030** builds on the strengths of the borough, on the characteristics that make Barnsley unique and its aspirations to provide an attractive, accessible and lively borough with a prosperous economy as the location of choice for investment. Transport improvements are fundamental to achieving this and there is a strong emphasis and importance placed on the improvement of our transport networks to ensure the connectivity and accessibility of Barnsley is maximised through a robust transport infrastructure.

The Council has an adopted **Local Plan**, with the Core Strategy being the principal document. It sets out the planning strategy for the next 15 years including how much housing and employment development is needed, where it should go and how development in the borough will fit in with development in adjacent places. Other documents in the Local Plan will establish more detailed policies and land allocations in conformity with the Core Strategy.

Attractive places and destinations with less traffic, pollution and congestion, along with improved public transport, can contribute to regeneration and economic uplift and unlock new areas. This will help to ensure that the borough can attract investment to create the new homes and jobs for a growing population, and remain successful. Increased growth has the potential to place greater pressure on the transport network and could lead to reduced utility

Barnsley Borough Moving from A to B

for residents if it is not adequately supported by transport investment

Housing

Barnsley's Local Plan states that 21,100 houses will be delivered across the borough by 2026. Of these 89% will be developed within the Principal Towns across the borough.

It is highly important that the Principal Towns see sufficient investment to enable sustainable growth in terms of access by modes other than the private car. Increased car use would contribute to congestion on the network and reduced air quality for all residents

Principal Towns

The Local Plan focuses development in the Principal Towns of Wombwell, Hoyland, Penistone, Goldthorpe, Cudworth and Royston, as well as Urban Barnsley.

The nature of Barnsley's historic development has led to a dispersed pattern of settlements. Given the number of Principal Towns within the borough it is considered that the spatial strategy, based on spreading growth between these important settlements, is necessary to ensure the continued viability of our places and communities. Locating growth in all the Principal Towns is considered necessary not only to maintain the viability of those settlements but also to accommodate the growth anticipated for the borough.

It is important to recognise that both Urban Barnsley and the Principal Towns include within their boundaries other distinct localities. These places have their own identity and characteristics

which need to be taken into account, maintained and strengthened where appropriate.

The importance of our principal towns and local centres and their contribution to our overall growth agenda is recognised through the Principal Towns programme established in 2016. Principal Towns is a three year £5 million programme which seeks to build economic and community capacity leading to the sustainability and long term vitality of our local centres.

Growth proposals with clearly defined outcomes are being actively developed through robust engagement and consultation with local community stakeholders covering a range of initiatives:

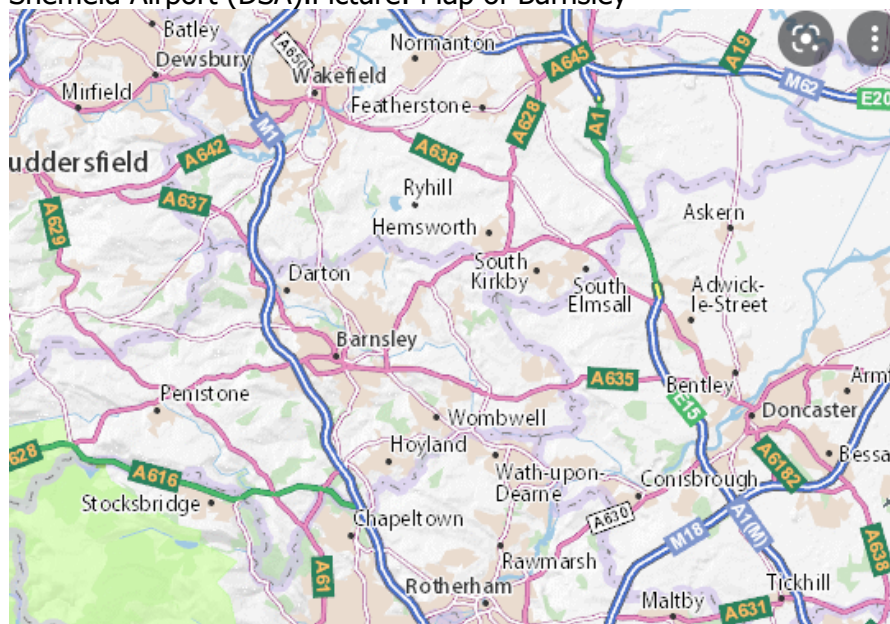
- Quality Public Realm
- Local area master planning
- Shopfront Schemes
- Business Incentives
- Sustainable transport improvements; and
- Acquisition of buildings/land delivering economic benefits.



Strategic links

Barnsley has good north/south regional connections via the M1 motorway to Leeds and Wakefield to the north, and Sheffield, Rotherham and Nottingham to the south.

However, Trans Pennine road links to Manchester are only available via the M62 and the A628 Woodhead Pass which, despite both being important strategic routes, are liable to congestion, slow journey times and unreliability due to weather or accidents. National Highways are investigating Trans-Pennine connectivity with potential new routes / tunnels. Further, there is sub-optimal connectivity to the east and particularly Doncaster and Doncaster Sheffield Airport (DSA). Picture: Map of Barnsley



Internal connectivity within the borough is also an issue due to the dispersed settlement pattern. Some routes, including the A61, A628

A633 and A635, have been identified as having issues with capacity and delays, and BMBC have been working to make improvements to these corridors.

It is acknowledged that road connections into the town centre are slow and over capacity currently. BMBC has recently developed a new car parking strategy that recognises that the use of new technology may assist quicker car parking and that, in order to reduce the level of harmful emissions, a more comprehensive network of low emission vehicle charging points is required – this will encourage the take up of less polluting vehicles which, when combined with more sustainable and active travel, could help alleviate conditions caused by congestion at town centre roundabouts and junctions.

Congestion impacts adversely on the perception of the borough for economic investment and effects amenity and environmental quality. Conditions for walking and cycling on or adjacent to congested routes are generally poor. Traffic calming measures have been implemented in numerous residential areas in an attempt to reduce the negative impacts of cars and goods vehicles avoiding congestion by 'rat-running' through these residential areas. However, the historical development of mining communities in our Borough means that most of our busy classified roads are still fronted by houses and schools.

Objective 3 - Reduction on conventional vehicular trips on the network, particularly at peak time

Our Commitment

To work with Ultra Low Emission Vehicle (ULEV) charging network operators and road hauliers to ensure the road network operates optimally for all whilst reducing the negative impacts of vehicle use.

We need to reduce peak traffic volumes by conventional cars into and out of the borough in order to improve air quality and road safety. This is supported by the Office for Low Emission Vehicles, a government department focussed on removing the barriers to low and ultra-low emission vehicle use.

We acknowledge that in order to support economic growth, both locally and regionally, mobility needs to be enabled rather than constrained. This strategy therefore does not aim to reduce the total number of trips on the network over a 24 hour period, but to enable many of these trips to take place either in cleaner vehicles or at different times of the day. This will contribute to two main effects:

- Spreading of demand for trips over a longer time period thereby reducing congestion at peak times. This will work in conjunction with increased use of sustainable modes to enable the road network in Barnsley to flow more freely and therefore avoid buses becoming caught in congestion.

- Transferring many trips which need to be carried out by car into electric or other low-emission vehicles which do not emit NO2 or carbon dioxide. They also contribute far less than conventional vehicles to the production of particulate matter. This will result in improved air quality throughout the borough.

Achieving this will require demand management measures as well as measures to improve the uptake of alternative vehicles.

Freight and Logistics

The success of the local economy is dependent on the movement of goods as well as people. Some of the key distribution centres and industrial estates in Barnsley are located in close proximity to the M1, including at Junction 36 (Hoyland) and Capitol Park, Dodworth at Junction 37.

There are also a number of large logistics and distribution centres to the south east of Barnsley along the A633, A635 and A6195 towards Dearne Valley and some of the key industrial sites include Carlton, Barugh Green and Fallbank, Grimethorpe and Dearne Valley.

These centres have a significant impact on the network in terms of congestion, road safety and air quality. HGVs only form part of the delivery and servicing fleet that operates within the area. Vehicles delivering to private residences and construction traffic also contribute significantly to the number of vehicle movements on the network.

Barnsley Borough Moving from A to B

It is essential that good access to the Strategic Road Network is provided at these locations so that businesses can continue to grow and expand, and the sites are accessible for employees via sustainable transport modes.

However, the rise of delivery vans for internet shopping has also been shown to be inefficient, with most vans rarely even half full and many failed deliveries.

With regards to rail freight, operators compete for traffic both with each other and with other modes of transport, principally the road haulage sector. Since 2004, intermodal rail freight (as measured in tonne-km) has grown by 61% (7% per annum) against a decline in road freight of some 14%. Rail freight has therefore grown by some 3.5% per year faster than road freight over this period (nationally).

It is important to consider modal choice for the movement of goods and well as people. Rail freight has been improving its competitive offer, particularly on cost given factors such as rising fuel costs and likely future productivity improvements, but also with respect to service quality and reliability resulting from terminal and network investment.

The use of water borne freight will be explored where it is viable to do so.

Target

- Produce a Freight Strategy or contribute to the Barnsley element of an overall SYMCA Freight Strategy
- Increase the number of EV charging points for car and cycles by 50 year on year
- Ensure all new employment sites have EV charging points
- Work with local companies to encourage rail freight

Ultra Low Emission Vehicles (ULEV's)

At the present time access to ULEVs on a private basis is restricted due to the comparatively high cost of the vehicles and the lack of easily available charging infrastructure. ULEV car clubs can help overcome these boundaries by providing both the vehicle and charging points at an affordable price. This has the added benefit of increasing the exposure of ULEVs to the public and hence expanding the potential market for private owners

Charging infrastructure

Charging infrastructure in Barnsley is currently insufficient to enable proper expansion of electronic vehicle use. This infrastructure will be required in future years and options for providing this will require further investigation.



Parking

Parking is an important part of the transport infrastructure for many Barnsley residents and can have a significant impact on quality of life. However, it is also true that enabling largescale free parking for residential vehicles can discourage use of sustainable modes, particularly public transport which can find it difficult to compete with the convenience of the private car.

The local economy is also influenced by parking provision, particularly at service and retail hubs and employment locations. Again, a balance needs to be achieved between providing sufficient parking to support the growth of the local economy and the need to encourage residents and visitors to access these areas by means other than the private car.

Picture: Town Centre Car Parks



Parking provision going forward therefore needs to aim to achieve a balance between competing needs. It is known that parking controls, particularly at destinations, can play a significant role in influencing travel choice and therefore in encouraging trips to be carried out by sustainable modes.

Permit sacrifice schemes can go some way to reducing demand for residential parking in areas covered by Controlled Parking Zones, as they provide incentive to reduce household car ownership on a voluntary basis.

Less on-street parking enables highway space to potentially be re-allocated to other user groups via the provision of cycle paths, improved footways or better public realm. This in turn encourages use by pedestrians and cyclists.

Parking Strategy

A Parking Strategy is currently being prepared and will seek to analyse the current situation regarding parking in Barnsley and will identify problems and opportunities for improvement.

The Strategy will seek to achieve a balance between the needs of residents to park, access to local employment and local retail and service providers, and the need to reduce trips by conventional cars throughout the borough. Consideration is being given to ensuring that parking will be more expensive than alternative modes of travel; for example, a day rider bus ticket will be cheaper than a day's parking.

Barnsley Borough Moving from A to B

It is proposed to use smart signs linked to new ticket machines that can help the visitor enter Barnsley via the four main routes "gateways" where smart signs will advise the visitor which of the three parking "zones" (Glassworks, shopper, commuter) have spaces available.

Visitors using Ultra Low Emission vehicles will also receive discounted parking fees to encourage use over less carbon friendly vehicles.

Picture: EV Charging bays



Objective 4 - Reduce the exposure of Barnsley residents to the Particulate Matter (PM) and Nitrogen Oxide (NO₂) generated by the transport network

Our Environment

Air Quality

Barnsley’s air quality issues are typical of an urban location, with emissions from road transport being a major source of air pollution, and the underlying reason for declaration of all our air quality management areas noted in Table 2 below. Emissions from industrial and domestic sources are still of importance however, and continue to be subject to the relevant regulation, where appropriate.

Previous assessment of the borough’s air quality revealed breaching (exceedance) of the annual average objective (standard) for nitrogen dioxide (NO₂) at receptors (mainly houses). These areas are close to several arterial roads and junctions near to Barnsley Town Centre, and close to the M1 motorway. NO₂ is strongly associated with traffic emissions in particular. This polluting gas is associated with respiratory symptoms.

These areas have been declared air quality management areas (AQMA). There are now six AQMAs in Barnsley, after two AQMAs were revoked, all declared due to the impact of transport emissions

AQMA No.	Adjacent roads / junctions	Year declared	Estimated no. of domestic dwellings within AQMA
1	M1 Motorway, 100 metres either side of the central reservation within the Barnsley Borough	2001	265
2A	A628 Dodworth Road	2005	285
4	A61 Harborough Hill Road	2008	42
5	Junction of A633 Rotherham Road and Burton Road	2008	16
6	A616 passing through Langsett	2012	7
7	Junction of A61 Sheffield and A6133	2012	2

and growing concern about the effects of transport emissions and noise on health.

BMBC’s **Air Quality Action Plan** (AQAP) outlines the actions BMBC will take to improve air quality in Barnsley between 2017 and 2021 and contains several actions designed to improve air quality in Barnsley’s air quality management areas (AQMA), and in the borough as a whole. It aims to reduce traffic and congestion, increase efficiency of the road network, and improve existing vehicle fleets by encouraging the uptake of low emission vehicles and alternative fuels.

The BMBC **Energy Strategy** and associated action plan has been developed to provide BMBC, local businesses and local communities with a firm and clear direction of travel in securing a greener and

more sustainable future for the borough. The strategic objectives of the strategy are to create a green economy, improve energy efficiency, increase the production and use of more low-carbon energy, have a cleaner, lower carbon environment, and promote and facilitate sustainable communities.

Carbon

The Intergovernmental Panel on Climate Change (IPCC) reported in October 2018 that global warming needs to be limited to 1.5°C. In June 2019, the UK Government set down primary legislation for the UK to be net-zero carbon by 2050.

Barnsley Zero Carbon Sustainable Energy Action Plan (SEAP)

2020-2025



In September 2019, BMBC declared a Climate Emergency across the borough to reduce carbon emissions. The declaration of a Climate Emergency commits BMBC to becoming carbon zero by 2040, or earlier if possible, and commits us to working towards a zero carbon borough by 2045.

The Strategy for BMBC, called Zero40, will be delivered through four 5-year action plans from 2020 to 2040. Carbon reduction will also become a key performance indicator for BMBC.

Through the Zero45 strategy, BMBC will coordinate the borough's transition to zero carbon by 2045. A new group formed of stakeholders from the borough will be created to monitor the progress of this work.

In terms of annual carbon emissions, in 2012 Barnsley was placed 57th out of 64 UK cities, recording 7.2 tonnes per capita.

In 2017, Barnsley emitted 1,310,880 tonnes of Carbon Dioxide Equivalent (CO₂E) in Scope 1 and Scope 1 and 2 emissions, with 341,000 tonnes of this being from transport. Barnsley MBC has an ambition to work with partners to reduce this by 80% by 2030 and to reach net-zero by 2045.

Transport has a significant role to play in reducing annual carbon emissions and helping BMBC achieve its Zero40 and Zero45 commitments. It is therefore essential that decarbonisation is central to the proposals set out in this Strategy.

Noise

Noise from transport is associated with annoyance, stress, sleep disturbance and impaired cognitive performance leading to increased incidences of arterial hypertension, the development of cardiovascular disease, the risk of coronary artery disease and stroke.

Objective 5 – Reduce KSI Incidents and Slight Accidents on Barnsley’s Roads

Our Commitment

To reduce fatalities on Barnsley’s roads to zero, and total casualties to below 400 by 2030

Impacts of Road Safety

Improving road safety is essential in encouraging behaviour change to achieve greater levels of active travel and an associated reduction in car usage by addressing concerns over personal injury. As outlined earlier in this document, road safety is the primary reason given by non-cyclists for avoiding taking up cycling. It is therefore of great importance that road safety in the borough is improved in order to enable sustainable transport objectives to be met.

Road traffic collisions have a devastating effect on families; any loss of life on our roads is a tragedy. They also have significant social and economic costs. The total cost of a fatal accident to the economy is estimated at over £1m, accounting for all aspects including lost revenue that would have been generated by the individual. Accidents can therefore have a significant negative impact on economic growth.

Residents of areas which see serious accidents can also suffer from reduced confidence in the safety of their environment, which discourages use of the street scene and can lead to feelings of social isolation.

As noted elsewhere in this document, a high-quality environment is important in encouraging active travel, particularly walking.

Poor road safety is an equality issue for the borough as different groups within the community can be affected disproportionately. It is also known that areas of deprivation tend to suffer from worse road safety records than other areas.



From a strategic perspective, we are and will continue to push modal shift, increase active travel whilst continuing our pursuit of reducing the numbers of killed or seriously injured on our network.

Barnsley's current road safety record

Any loss of life on our highways is tragic and needless. We work in partnership with Public Health, South Yorkshire Police and others to improve road safety. Unfortunately, some people drive beyond their capabilities and or under the influence of alcohol or drugs. Where there is evidence that the highway may have been a contributory or possible contributory factor, we develop interventions to mitigate.

Nationally, overall collision numbers reduced significantly during 2020 compared to the 3 year average 2017-2019. This was due to lockdowns, working from home practices and subsequently lower traffic volumes. In Barnsley, there were significantly fewer road traffic casualties in 2020 (443) compared with 2019 (532), however, 9 people were killed and 105 were seriously injured on Barnsley's road network. Whilst improvements have been made since 2016, more still needs to be done to improve road safety in Barnsley.

For many years we have been part of the multi agency South Yorkshire Road Safety Partnership whose primary focus is reducing the numbers of people killed or seriously injured on the highway network. As an authority, we have challenged this partnership, and we are the first to include Public Health colleagues to provide further knowledge, skills and support. As a result of our constant and continued, multi-service approach, our most recent quarterly statistics show the improvements over the last decade.

This year £10.8m is being invested on a range of Road Safety interventions including, school safety zones, collision cluster site analysis, maintenance of local roads, maintenance of principal roads, maintenance of street lighting and maintenance of Traffic Signs.

£1.1M DfT funding is being invested from the Safer Roads fund (A628) for an intervention programme. This year we have instigated a £90k Neighbourhood Road Safety Pilot for all wards across the borough. And this week we commenced the first School Streets initiative, where we close roads outside schools to raise awareness of road safety and public health perspectives.

From an engagement perspective this year we are planning to deliver:

- 750 Barnsley young people taking part in our young driver programme
- 145 Barnsley motorcycle riders benefitting from one of our motorcycle interventions
- over 1,000 engagements with members of the public from Barnsley on relevant road safety topics
- and over 3,000 Barnsley residents accessing the SYSRP website for advice and information.

Target

- Reduction of reported casualty rate of 10% pedestrians
- Reduction of reported casualty rate of 6% cyclists
- Reduction of reported casualty rate of 5% public transport

SECTION 04 – Consultation to Date

In developing the transport strategy for Barnsley, a series of workshops were undertaken to listen to the views of communities and stakeholders and get their input on the developing strategy.

Summaries of each of these workshops, including the key themes identified during the workshops, are provided in the table below.

Engagement Workshops Summary

Focus Group, BMBC Offices, 26th September 2019
<p>Purpose: To introduce the study and get user perspectives on transport in Barnsley to inform development of the strategy.</p> <p>Key Themes:</p> <ul style="list-style-type: none">• Poor reliability and quality of buses and trains• Overcrowding on trains due to insufficient capacity• Poor multi-modal integration• High percentage of elderly people, particularly in the west, who cannot drive• Bus routes bypass local centres• Opportunities for bus Park and Ride (P&R) / mobility hubs – potential locations Principal Towns and M1 J37• Alternative system needed for buses for rural communities and those with limited mobility e.g. Demand-Responsive Transport (DRT)• Better bus priority to improve journey times and reliability• Inconsistent cost of transport over borders e.g. to West Yorkshire

Stakeholder Workshop 1, Barnsley Town Hall, 27th September 2019
<p>Purpose: To introduce the study, present the evidence base, and get stakeholder views on what the evidence and regional policies mean for Barnsley.</p> <p>Key Themes:</p> <ul style="list-style-type: none">• Moving away from dependence on cars is necessary• Cheap and plentiful Town Centre parking is an issue• Opportunities to integrate active travel with public transport and new development• Potential for DRT• Opportunities for P&R• Bus priority and traffic management• Increase active travel and reduce the use of private cars• Potential role of car clubs• Improve assets we already have, such as rail• Potential for Bus Rapid Transit (BRT)

Stakeholder Workshop 2, Barnsley Town Hall, 16th October 2019

Purpose: To present the connectivity concept for Barnsley and get stakeholder views on the concept.

Key Themes:

- Poor east-west connectivity
- Improving bus services within the Principal Towns is important
- M1 J37 – Opportunity for shuttle buses to Town Centre and Hospital
- DRT important for the elderly, isolated communities, and those with health / mobility issues – could have appeal across the borough
- Public transport services from mobility hubs need to be frequent to encourage uptake and mode shift
- Cycle links into and within Barnsley Town Centre important
- Cycle links to Hoyland from Town Centre, and from Wombwell and Dearne important
- Opportunity to connect buses into the mobility hubs to improve overall offer / multi-modal integration
- Rural community connectivity to work and local services important
- Poor rail service between Penistone and Sheffield

Implementation Plan Workshop, Barnsley Town Hall, 8th January 2020

Purpose: To get stakeholder views on the strategy proposals and draft implementation plan to inform and develop proposals for the implementation plan.

Key Themes:

- Opportunity to combine P&R with electric vehicle charging stations
- Car parking charges and the overall parking strategy are important in enabling switch to P&R and mass transit
- Electric vehicle charging points and P&R need to be future proofed so can expand over time as uptake of EVs increases – plan in the infrastructure from the start
- New housing sites – active travel & sustainable travel connections to the wider borough is important
- Noise and other particulates, including tyre particulates needs to be considered
- Schools need to be highlighted more – traffic and emissions are a problem. Initiatives in schools are important in getting more pupils to walk, cycle and use sustainable modes of travel
- Opportunity for transport hubs and P&R to act as docking areas for Connected and Autonomous Vehicles (CAVs). Need to future proof hubs for CAVs
- Opportunity for tourist attractions to have EV and e-bike charging and cycle hubs, and link in with wider active travel network e.g. Trans-Pennine Trail
- Seating / waiting areas on streets important for the elderly and those with limited mobility to enable them to access mass transit and use active travel modes

From all the consultation feedback, our residents recognise that transport needs to change and, perhaps more importantly, that they are willing to change their travel habits. We now have a better understanding about some of the barriers and perceptions that need to be resolved to make this happen.

There is a lack of awareness about alternative transport choices other than the car; something we need to address through better information. And there are concerns and ideas about travel costs, convenience and effectiveness of the current transport choices available; while we recognise that these might be attributable to attitudes and perceptions, the right marketing and promotion strategy will be key to making a difference in future.

Both residents and businesses agree that tackling congestion is a priority. However, these two groups do not agree on the solution, with residents tending to select sustainable transport choices and businesses tending to want improved strategic connections.

We know that modal shift has the greatest potential to reduce congestion, improve travel conditions for all users (including motorists), and improve the quality of our environment - the places we live, work and play.

Therefore, moving forward... we need to develop a transport strategy that provides balanced sustainable transport choices and improved access and connections.

How we can Improve

Barnsley Borough Moving from A to B

The evidence and consultation results have led us develop the following transport principles to help us deliver the range of transport outcomes for our residents, visitors and businesses and to get Barnsley Borough on the Move:

- Reducing the need to travel in the first place - to reduce the total number of trips on the network and their mileage
- Promoting / encouraging the use of sustainable modes - to reduce congestion and the other adverse impacts of motor vehicles; and,
- Making more efficient use of our networks and vehicles - to make the best use of everything we have.

SECTION 6 Monitoring and Evaluation

Performance Management

An essential part of achieving and demonstrating value for money is through performance management and evidence based planning. We will continue to collect the necessary evidence on travel patterns and behaviours so that we can be confident that our proposals will properly address people's needs and will offer the best value for money.

We need to monitor the delivery and effects of our projects and actions in order to ensure they are achieving our objectives and giving good value for money, while also enabling adjustments to be made if they are not working properly. The Transport Strategy contains targets aimed at helping the borough measure the success of the strategy in achieving its objectives. These targets are SMART, meaning they are:

- Specific
- Measurable
- Achievable
- Realistic
- Time-related

These targets will be subject to a full monitoring regime. Some targets are shared with other strategies and therefore will accumulate economies of scale on monitoring activities. It is envisaged that monitoring data will be collated annually to give an indication of how much progress has been made towards achieving the objectives. This will then be used to inform the five year reviews.

It should be noted that there has been no monitoring carried out in years prior to this strategy being formulated. It is therefore not possible to provide base line data for all targets at this stage. This evidence will be gathered within the first year of the Strategy and will be used to inform future reviews and target setting.

Lack of monitoring in previous years has also reduced the availability of evidence to be incorporated into strategy development. However, the Transport Strategy is a high-level document that provides an overarching direction for transport investment. The main evidence base for scheme implementation will be incorporated within the other borough strategies.

[Elsecar Active Travel Scheme](#)
Appendix A
Benefits Realisation Strategy &
Monitoring and Evaluation Plan

Active Travel Fund Tranche 2

Barnsley Council
October 2021



SECTION 07 - FUNDING

The Transport Strategy is aspirational with what it wants to achieve, however, it should be noted that to achieve everything a substantial level of funding is required. Every opportunity will be taken to secure funding to improve transport and the highway environment in Barnsley.

The Transport Strategy will be funded through a variety of sources. These will include the annual ITB submission and other funding streams as and when they are established and become available to Local Authorities. However, it is acknowledged that if the objectives are to be achieved other funding sources will be required.

Funding will therefore also be sought via bidding processes both nationally and internationally, with applications for European funding being made when appropriate.

Opportunities to take advantage of funding to establish pilot and highly innovative schemes will also be sought in order to enable Barnsley residents to benefit from advances in technology and infrastructure design.

Opportunities to co-fund schemes and projects with other service areas within the council will also be sought in order to enable best use of the funding available. This concept will also be applied to partnership working with the private sector, in particular in the development of new schemes that may benefit from sponsorship.

Over the last 2 years funding has been released from central government to promote Active Travel. In 2020 the Emergency Active Travel fund was released to promote cycling during the pandemic. This included a temporary cycle link to the hospital and improvements to the Trans Pennine Trail (town centre to Pontefract Road)

Active Travel Fund

Earlier in 2021 further funding was released to encourage Active Travel – our two schemes due to be delivered by March 2022:

- Elsecar to Cortonwood
- Goldthorpe Station Access

Transforming Cities Fund

In March 2020 the Department for Transport agreed funding to the South Yorkshire Mayoral Combined Authority for over £160m to deliver the TCF programme. Over £13m was awarded to Barnsley.

The following schemes are being delivered through the TCF:

- A61 Royston – Smithies – Barnsley Active Travel Route
- A635 Goldthorpe Active Travel Route
- A635 Doncaster Road Quality Bus Corridor (BRT)
- Station Access Improvements
- 3 Active Travel Hubs
- River Dearne Long Route
- Darton Active Travel Route

City Region Sustainable Transport Settlement

In October 2020, the Government announced an allocation of over £570m for the South Yorkshire Mayoral Combined Authority Feasibility studies will be carried out to bring forward the projects submitted as part of the bid. Some proposals with suitable business cases will come forward sooner as new funding opportunities arise

Barnsley Draft Transport Strategy

Consultation Evaluation Report

July 2022



BARNSLEY
Metropolitan Borough Council

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Executive Summary

Barnsley Council recently consulted on the Barnsley draft Transport Strategy and its associated documents.

The purpose of this document is to set out and respond to the consultation feedback and outline the revisions that will be made to the Transport Strategy in light of the comments that have been made.

There were three main elements to the consultation: Initial consultation with officers and members prior to and during development; consultation on associated documents with key stakeholders and statutory consultees and the public consultation on the draft documents. This report focuses on the feedback received during the main public consultation period

The full public consultation lasted for 4 weeks, from 13th of June 2022 until 10th of July 2022. Engagement events were held in each of Barnsley's 6 areas giving the opportunity for face to face engagement, as well as online via a survey accessible through the Council's web page.

Consultees were asked to complete a series of questions alongside being given the opportunity to provide free text feedback on any of the consultation documents. Feedback could be provided at the venue, online, via post, telephone or face to face. Comments identified on social media were also collated, recorded and analysed.

Residents were also asked to complete a series of equality and diversity monitoring questions – to assess whether the responses received were representative of the county's population and to ensure vulnerable groups were not underrepresented.

A copy of the consultation questionnaire, including the equality and diversity monitoring questions can be found in **Appendix A – Transport Strategy 2022 Survey**.

The starting point is to acknowledge and thank all those people who gave up their time to attend meetings, consider the draft strategy and who responded to the consultation. The consultation generated a good volume of feedback, with more than 130 responses from individuals or organisations across the online survey, email and the consultation events.

Background

The purpose of the strategy is to identify the general principles that should underlie the future development of the borough's transport network so that Barnsley can continue to thrive as a town that meets the needs of the local people and as a place of employment and a visitor destination. Once adopted, the strategy will provide an updated local policy document that supplements the Local Plan and enable future funding bids

The strategy identifies and responds to the significant current and future challenges facing the borough's transport system such as congestion, air quality, modal shift, bus and rail patronage, pressure from housing and employment development and balancing the needs of local residents and visitors to Barnsley. The strategy should be viewed as a framework or basis from which a more effective transport system can be developed.

Consultation

Barnsley Council's Cabinet endorsed the draft Transport Strategy and approved the consultation in March 2022.

The public consultation was launched on the 13th of June 2022 and was widely publicised in the local media and on social media. A series of public meetings were held in each area of the borough as well as an online survey held on the Council's website. The consultation closed on the 10th of July 2022.

Copies of all the consultation documents, associated assessments and response form were available for download from: <https://www.barnsley.gov.uk/services/roads-travel-and-parking/transport-projects/transport-strategy/>

Paper copies were available on request. Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees but were available upon request. Paper copies of the response form were also available on request.

The documents were also available in alternative formats on request; however, no requests were made.

Consultation Events and meetings

The following table displays information on where and when the consultation events were held.

Date	Venue	Village	Area	Time
13/06/22	Goldthorpe Library	Goldthorpe	Dearne	9am – 5pm
14/06/22	Elsecar Heritage Centre	Elsecar	South	12 – 8pm
16/06/22	The Darton Centre	Darton	North	9am – 5pm
20/06/22	Ardsley Church	Ardsley	Central	12 – 5pm
23/06/22	Penistone Library	Penistone	Penistone	11am – 7pm

27/06/22	Library @ Lightbox	Town Centre	Central	9am – 7pm
04/07/22	Cudworth Library	Cudworth	North East	9am – 7pm

In addition, on the 20th of June officers attended a Youth Council meeting in which the Transport Strategy was discussed.

The following information was available at each location:

- Display boards providing information on the consultation
- A hard copy of the consultation documents
- Response forms

Consultation Communication

Press Release

Press releases were produced, providing information on the consultation – including timeframe and response methods. Press releases were issued to local media and publicised on the Council’s website on the 6th of June

Copies of the press release can be found in **Appendix D – Transport Strategy Consultation Communications**

A further press release will be published once the Transport Strategy is finalised.

Social Media

The consultation was also promoted via the Council’s social media channels – Facebook and Twitter. Multiple social media posts were made, often before a consultation event to raise awareness. Examples of the social media content can be found within **Appendix D – Transport Strategy Consultation Communications**

Stakeholders

There is a statutory duty to consult with a range of stakeholders, including:

- bus operators
- rail operators
- public transport user groups
- National Highways
- Natural England, Historic England and the Environment Agency – in particular with regards to the associated strategic environmental assessment scoping report (SEA).
- Natural England, Historic England, the Environment Agency and Forestry Commission – in particular with regards to the habitat regulations assessment (HRA)
- any other individuals or groups considered appropriate (e.g. environmental organisations, disability groups)
- residents.

Appendix B – Transport Strategy Stakeholder List provides a full stakeholder list.

Letters and emails were used to notify ward members, parishes and other stakeholders (excluding residents and visitors), this provided:

- details of the consultation time frame,
- details of where the documents could be viewed (including availability of hard copies), and information regarding response methods.

Due to the size of the consultation documents, hard copies were not provided – however, stakeholders were made aware that they could request a copy.

Project Management and Decision Making

The Strategic Transport Board (STiB) were used to provide updates and ascertain project steer during the development of the draft Transport Strategy

Strategic Transport Board meetings are held on a monthly basis and provided an opportunity to update members on progress against the project programme and for members to provide project steer. STiB is attended by the Executive Director and Service Directors (Place), Heads of Service and project managers.

Analysis of the Consultation Feedback

The following sections of this report consider the feedback to the consultation on the draft Transport Strategy and explain how the strategy will be amended in light of the comments made. This section will not detail and respond to every comment or suggestion made but will instead focus on those subject areas that provoked a substantive volume of comments. The discussion of the consultation feedback is organised in the same way as the strategy and the strategy consultation survey form.

Unless stated otherwise all percentages provided within each theme relate to the total number of respondents who provided comments to each theme, they are not representative of the overall response to the consultation.

Response to Engagement

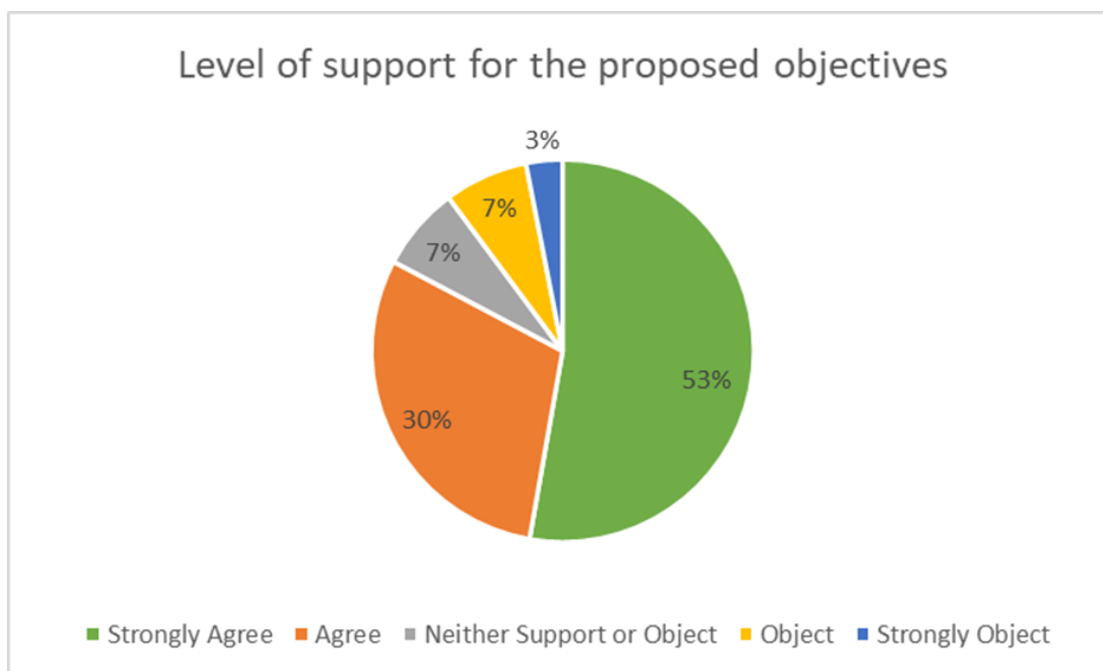
Strategic Objectives

The first part of the consultation survey asked for feedback on the five objectives proposed in the strategy – these were:

- Objective 1 – to transform our streets and places to enable an increase in cycling and walking
- Objective 2 – to support Economic Growth and Regeneration
- Objective 3 – to reduce conventional vehicular trips on the network for journeys of less than 2 miles
- Objective 4 – to reduce and mitigate the impact of transport-based emissions and noise in Barnsley
- Objective 5 – to reduce Killed and Seriously Injured (KSI) and slight accidents on our roads

Whilst the survey asked 5 separate questions on the respondents level of support for each individual objective, the following graph has collated these responses to show the overall levels of support for the objectives as a group. For a specific break down of the responses please see **Appendix C – Online Survey Response**. 65 people completed the survey.

Figure 1 - Level of Support for the Proposed Objectives



Conclusion

In total 83% of respondents (53% strongly agree, 30% agree) supported the proposed objectives, and only 10% of respondents were against them (3% strongly object, 7% object). The data suggests that in general the strategy is aligned with the majority of the public's transport expectations, and that efforts to make transport within Barnsley greener, safer and more inclusive will gain support. It should be mentioned that the most supported objective was Objective 5 – Reduce Killed and Seriously Injured (KSI) and slight accidents on our roads, and comments in response to questions on this objective related heavily to speeding. Measures that are perceived to improve road safety should be highlighted within the strategy.

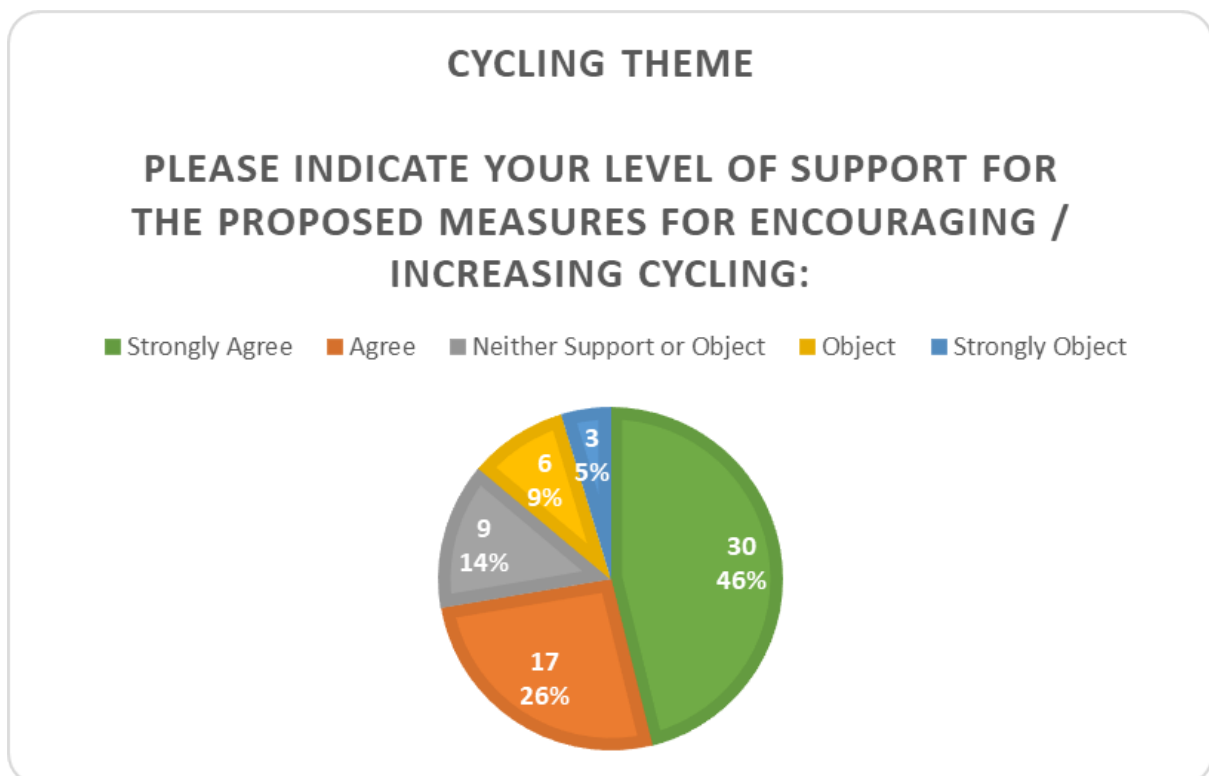
Themes

Theme 1 - Cycling

People were asked to indicate their level of support for the proposed measures for encouraging / increasing cycling

- Increase our cycling network aimed at journeys to work / connections to key employment sites
- Deliver the DfT Active Travel routes
- Delivery of the schemes identified in the Transforming Cities Fund
- Delivery of the schemes identified in the SCR Recovery plan
- Improve cycle parking facilities in Council premises / Schools / colleges
- Ensure new developments include cycling routes / connections / facilities
- Create an exemplar Active Travel hub
- Increase bikeability training
- All principal towns to have an e-charging Hub

Figure 2 - Level of Support and Objection for the proposed cycling measures



Conclusion

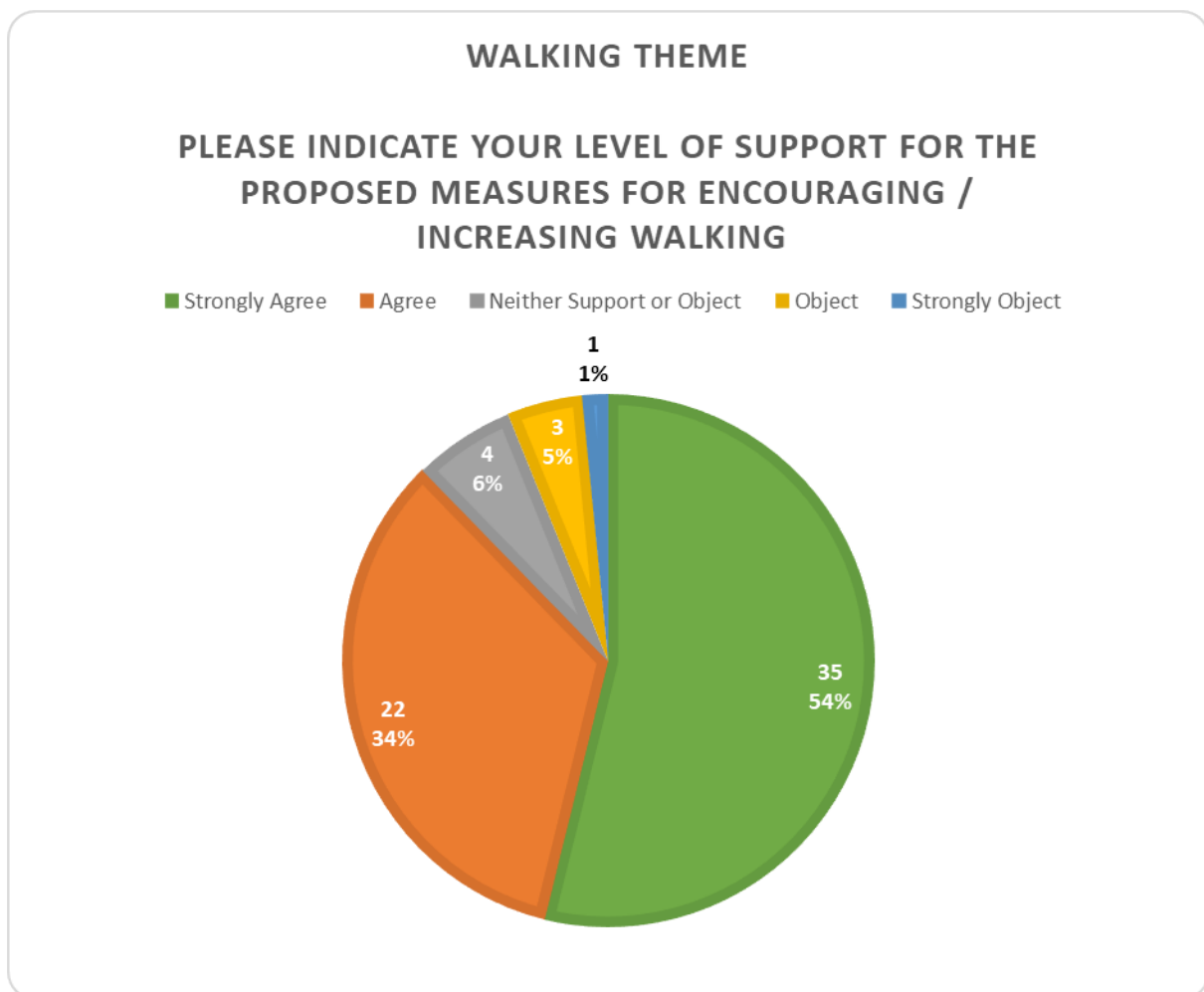
Data suggests that support for proposed measures to encourage and increase cycling is present amongst Barnsley residents (72%). This is supported by many comments made at consultation events by residents and councillors. Related concerns were raised within the survey's comments over Barnsley's challenging topographical gradients, meaning benefits to cycling improvements will be somewhat limited. The strategy may look to improve cycling education and implement behavioural change methods to best enable and encourage cycling within Barnsley.

Theme 2 - Walking

People were asked to indicate their level of support for the proposed measures for encouraging / increasing walking

- Prioritise resources on those walking routes that best connect our Principal Towns to opportunities
- Ensure new developments include walking routes linking to existing communities and key destinations
- Revisit the Rights of Way Implementation Plan (ROWIP)
- Develop an App of our Active Travel routes
- Market and incentivise more Active Travel

Figure 3 - Level of Support and Objection for the proposed walking measures



Conclusion

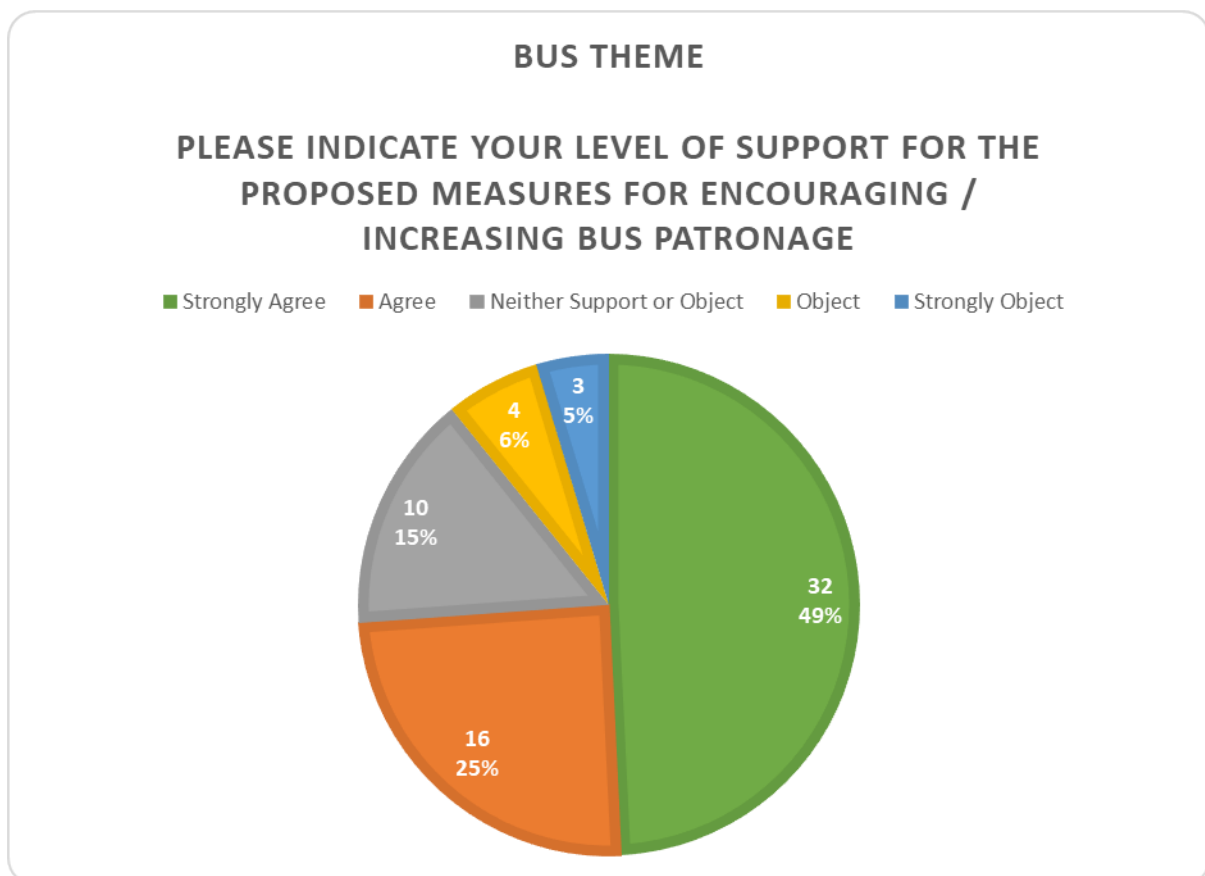
88% of respondents were supportive of the proposed measures to improve walking within the borough. This response aligns with consultation comment themes around willingness to walk. Specifically, it suggests there is a willingness within Barnsley to walk, but various barriers exist which limit participation. The data suggests strategized measures to improve walking within the borough will receive strong support.

Theme 3 - Bus

People were asked to indicate their level of support for the proposed measures for encouraging / increasing bus patronage

- Support the delivery of the Bus Review
- The delivery of the A61 bus improvement corridor
- The delivery of the Bus Rapid Transit on the A635
- The delivery of improvements on the A628
- Improve bus shelters along routes to include Real Time Information
- Improve walking links from communities to local bus hubs
- Develop Smart Ticketing

Figure 4 - Level of Support and Objection for the proposed walking measures



Conclusion

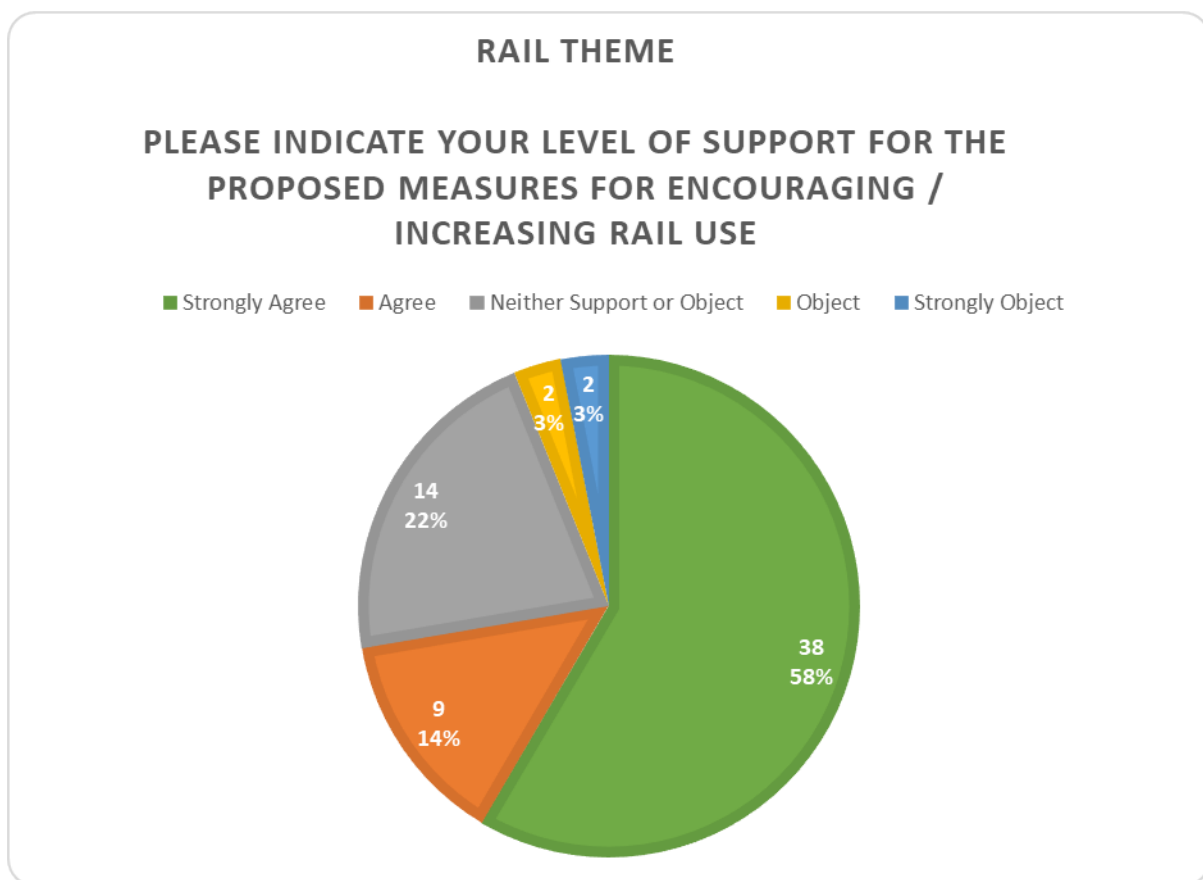
76% of respondents were supportive of the proposed bus improvement measures. Bus improvements were perhaps the most commonly and urgently requested measures at consultation events across the borough by residents. As stated at the events, those without a private car rely heavily upon Public Transport, and this feeling is reflected within the high level of 'Strong' support (49%). The finalised transport strategy should set clear and measurable bus related outcomes on service quality and cost. Given the consultation feedback, strategy measures set to positively impact the bus service would be well supported.

Theme 4 - Rail

People were asked to indicate their level of support for the proposed measures for encouraging / increasing rail use

- The delivery of the new Dearne Valley Parkway station at Goldthorpe
- Improvements to Bolton, Darton, Goldthorpe, Elsecar and Thurnscoe stations
- Submission of Re-opening of the Barnsley – Royston line bid
- Extensions to platforms at Barnsley to enable longer trains to stop
- Support the SCR with the re-opening of the Sheffield – Stocksbridge line and links to Penistone
- Penistone Station Park & Ride
- Investigate opportunities for Tram – Train
- Support smart ticketing

Figure 5 - Level of Support and Objection for the proposed rail measures



Conclusion

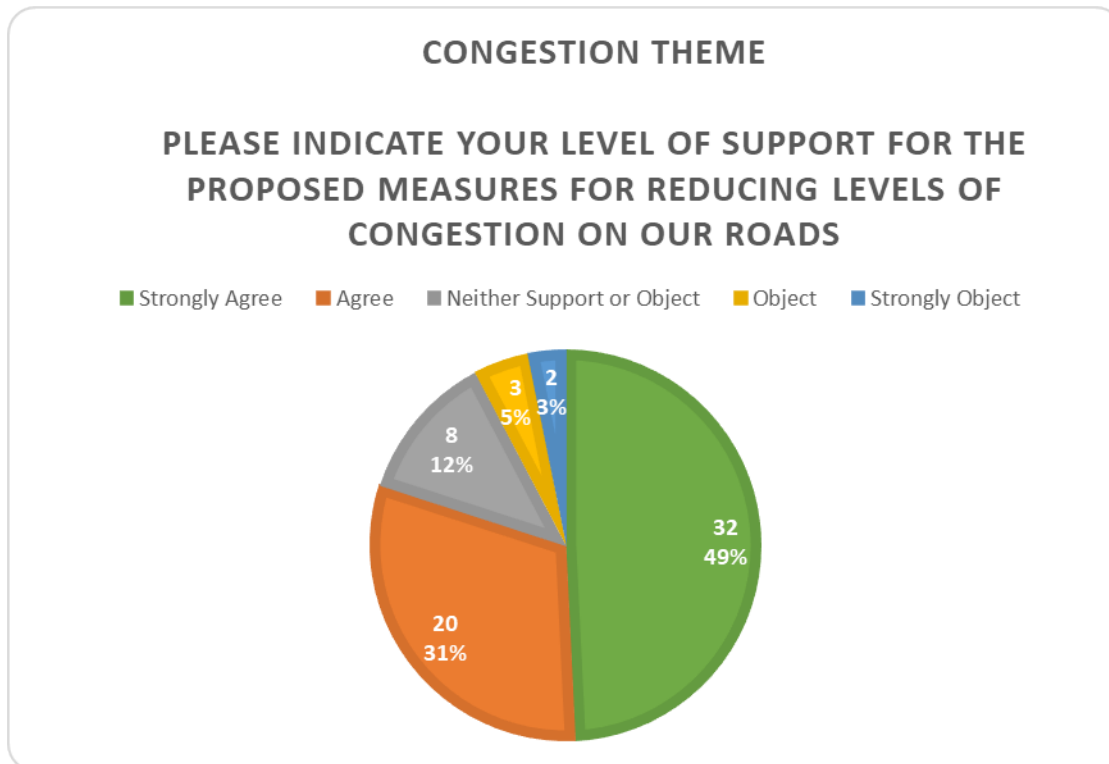
The proposed rail measures received the highest level of 'strong' support amongst all 8 themes (58%), as well as the joint lowest level of objection (4%). This result is reflective of consultation event comments and themes which pertained to a desire within the public to use rail services for all aspects of travel (commute, leisure etc.), but a lack of ability to do so due to cost and service quality. Residents highlighted the difficulties and barriers impacting cross-border rail travel and a resulting overuse of the private car to cover the services short fall. The transport strategy should look to display the vision for service quality improvements as well as the already stated infrastructure improvements.

Theme 5 - Congestion

People were asked to indicate their level of support for the proposed measures for reducing levels of congestion on our roads

- Review the traffic modelling evidence to understand the impact of congestion
- Support solutions for congestion relief across the borough
- Balance the impact on the wider transport network and promote sustainable travel options
- Promote sustainable travel options to relieve local congestion hotspots

Figure 6 - Level of Support and Objection for the proposed congestion measures



Conclusion

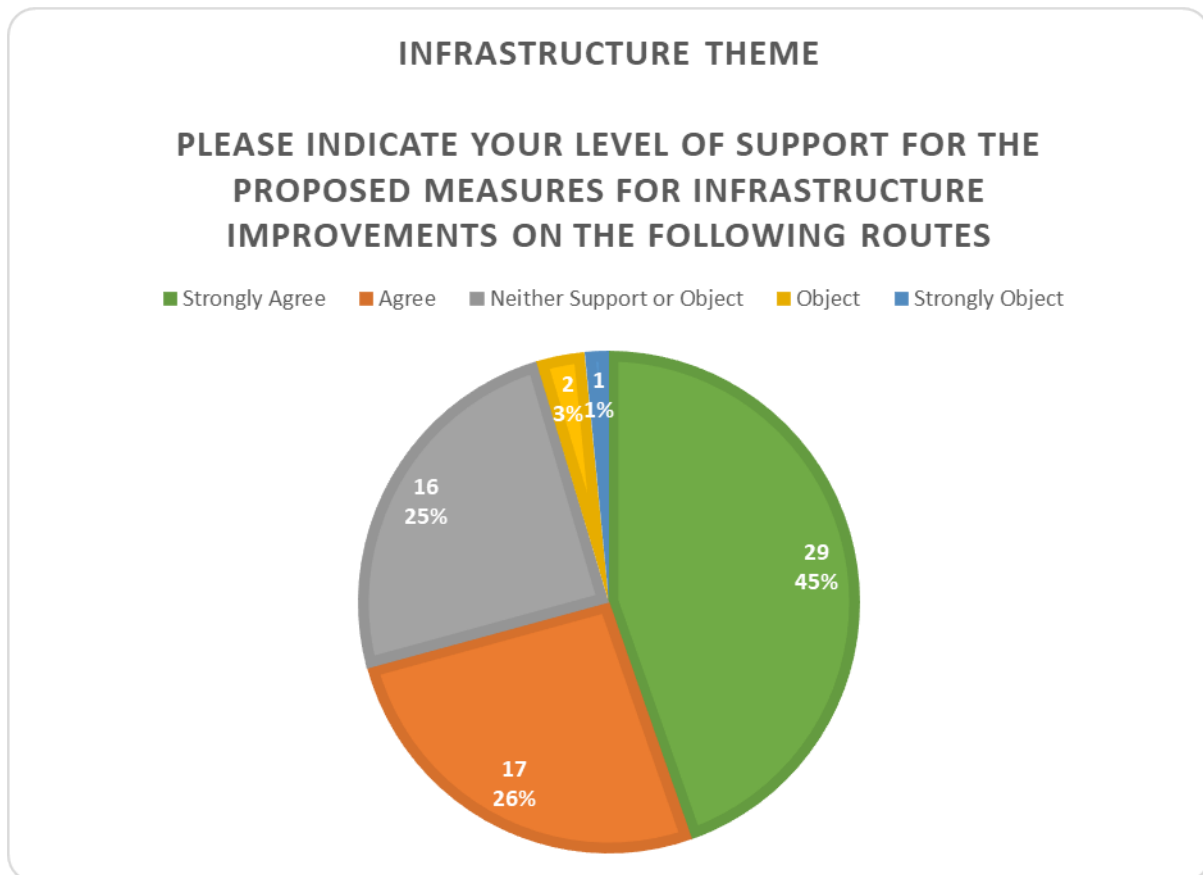
80% of respondents support the proposed measures affecting congestion. Congestion was an issue raised at many of the consultation events and is widely perceived as a detriment to communities and an inducer of social isolation as it leads to less efficient journeys by other modes. Across the survey and event responses there is a wide agreement that congestion is an issue impacting transport in Barnsley, but there is a conflicting reluctance to measures that directly target reducing traffic levels. The transport strategy should set a clear vision for congestion levels and avoid being overly idealistic in its approach. Improvement should be made gradually through scheme delivery.

Theme 6 - Infrastructure

People were asked to indicate their level of support for the proposed measures for infrastructure improvements on the following routes:

- A635 Bus Quality Corridor
- A628 Bus Quality Corridor
- Improvements to bus infrastructure
- Active Travel Hubs
- Active Travel Corridors
- Improvements to the Trans-Pennine Trail
- Royston / Carlton Relief Road
- Highway Improvements in Penistone

Figure 7 - Level of Support and Objection for the proposed Theme 6 measures



Conclusion

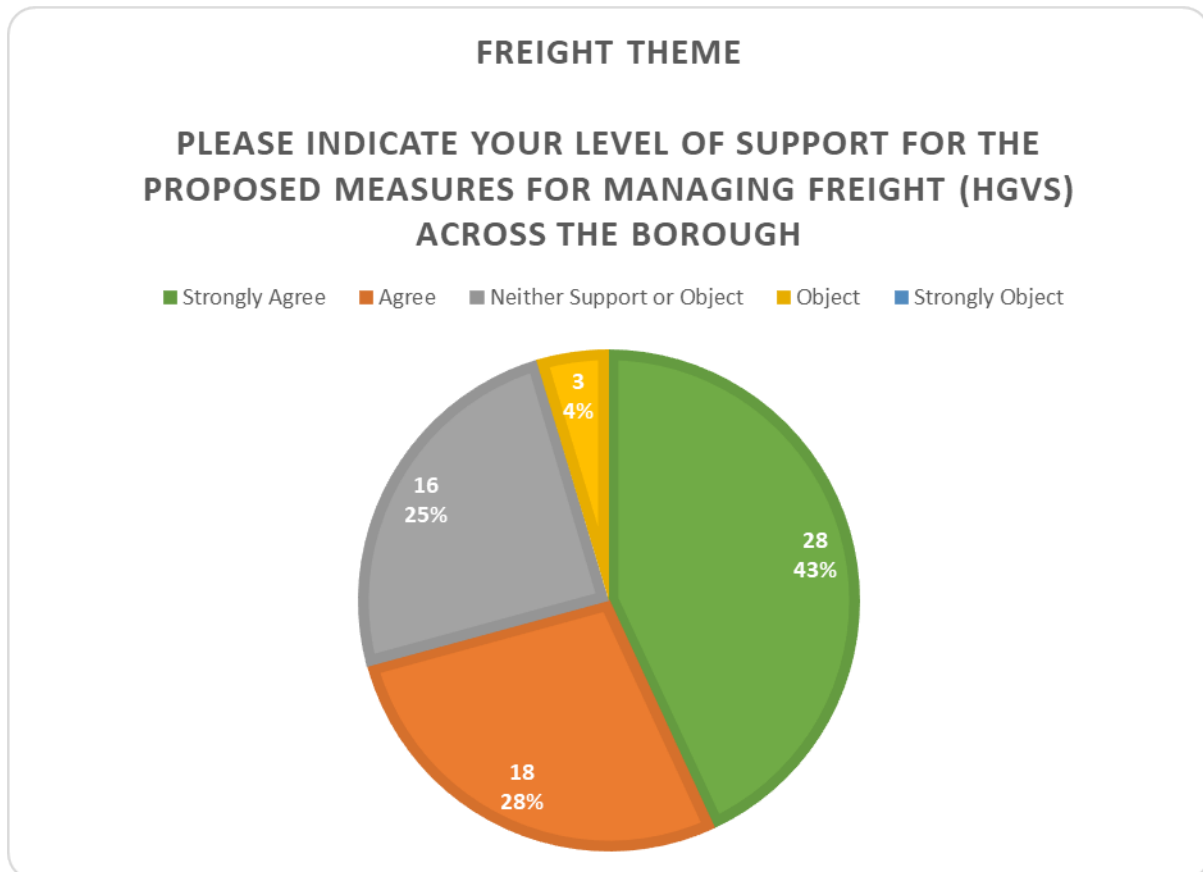
Good level of support from the public for the proposed measures (71%). Concerns over joint highest level of 'neither support or object' (25%), possibly meaning measures have been not been fully understood / made clear enough. Infrastructure Improvement themes were by far the most common response to questions later in the survey asking people how the borough can be made more active travel friendly (see **figure 12 – Improvement Suggestions**) and so the strategy should reflect this level of support and its infrastructure vision should be more understandable than as drafted.

Theme 7 - Freight

People were asked to indicate their level of support for the proposed measures for managing freight (HGV's) across the borough

- Support the delivery of a Barnsley / SCR Freight Strategy
- Investigate rail freight / water freight opportunities Review and map freight routes with clear directional signage
- Review loading restrictions to reduce congestion

Figure 8 - Level of Support and Objection for the proposed Theme 7 measures



Conclusion

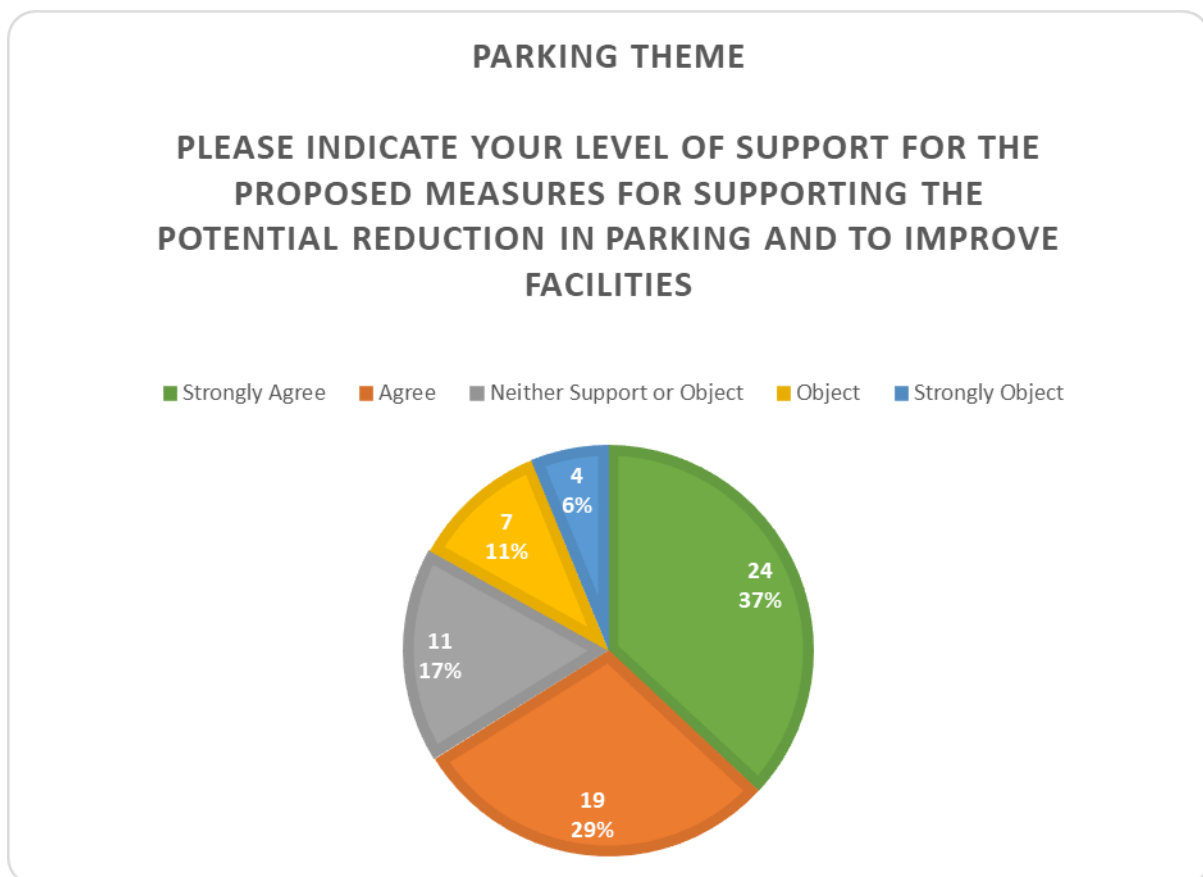
71% of respondents support the proposed freight measures. Concerns over joint highest level of 'neither support or object' (25%), possibly meaning measures have not been fully understood or that it is low in public interest. This theme has the joint lowest level of objection (4%) and no strong objection. Concerns raised by 2 councillors in person and via email related to overnight HGV parking, which may become a growing issue as the borough welcomes warehousing infrastructure and business investment. The strategy should be aligned with the business aspirations of the borough so that freight requirements are being proactively met.

Theme 8 - Parking

People were asked to indicate their level of support for the proposed measures for supporting the potential reduction in parking and to improve facilities

- Develop smart parking opportunities in town signposted from gateways to landing centres
- Improve cycle and motorcycle parking facilities at key destinations
- Review staff parking policy for Council officers
- Introduce electric car and cycle charging points as part of new developments and in Principal Towns, ensuring that these are accessible to all out residents

Figure 9 - Level of Support and Objection for the proposed Theme 8 measures



Conclusion

The proposed measures impacting parking proved to be the least supported of the 8 themes with just 68% support, and 17% objection. Common themes throughout survey response and consultation event comments were that the public would like to see parking reduced, however deficiencies in the public service offering leads to greater usage in the private car, and a subsequent reliance on parking. Measures to remove parking without a cultural shift away from the private car may receive considerable backlash. Any reduction in parking should consider disabled residents needs who may have limited alternative options. Specific issues were raised regarding Hospital parking and the issues around lack of availability. The strategy should look to address this issue directly.

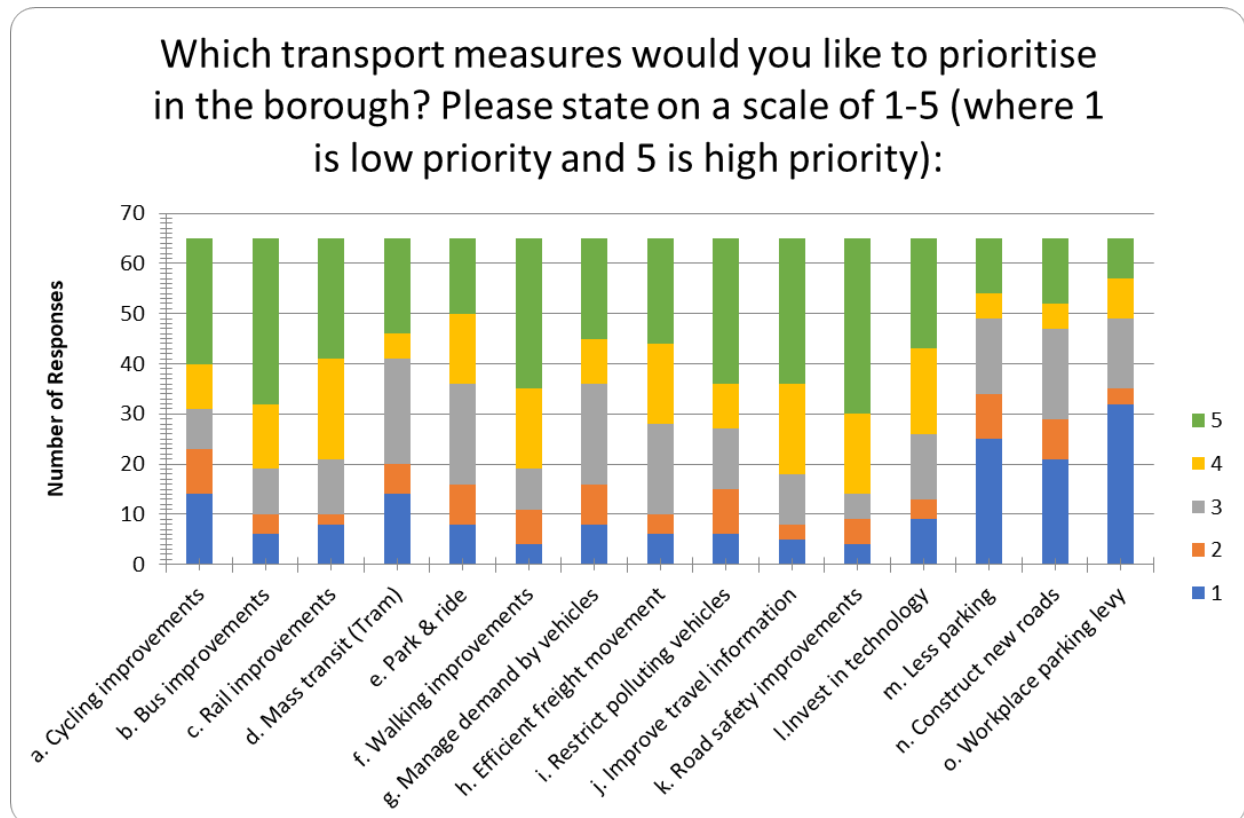
General

People were asked questions that aimed to gather their feelings towards transport within Barnsley, ways in which they believe it can / should be improved, and the priority level in which they view it.

Priority

Figure 10, below, displays the priority in which respondents would like to see transport measures addressed.

Figure 10 - Priority of Transport Measures



Conclusion

Respondees suggest that Road Safety improvements should be of the highest priority. This theme of safety and its importance is prevalent throughout other responses and should be strongly considered within the Strategy. Additionally, Bus, Travel Information and Walking improvements were also listed as being high priority.

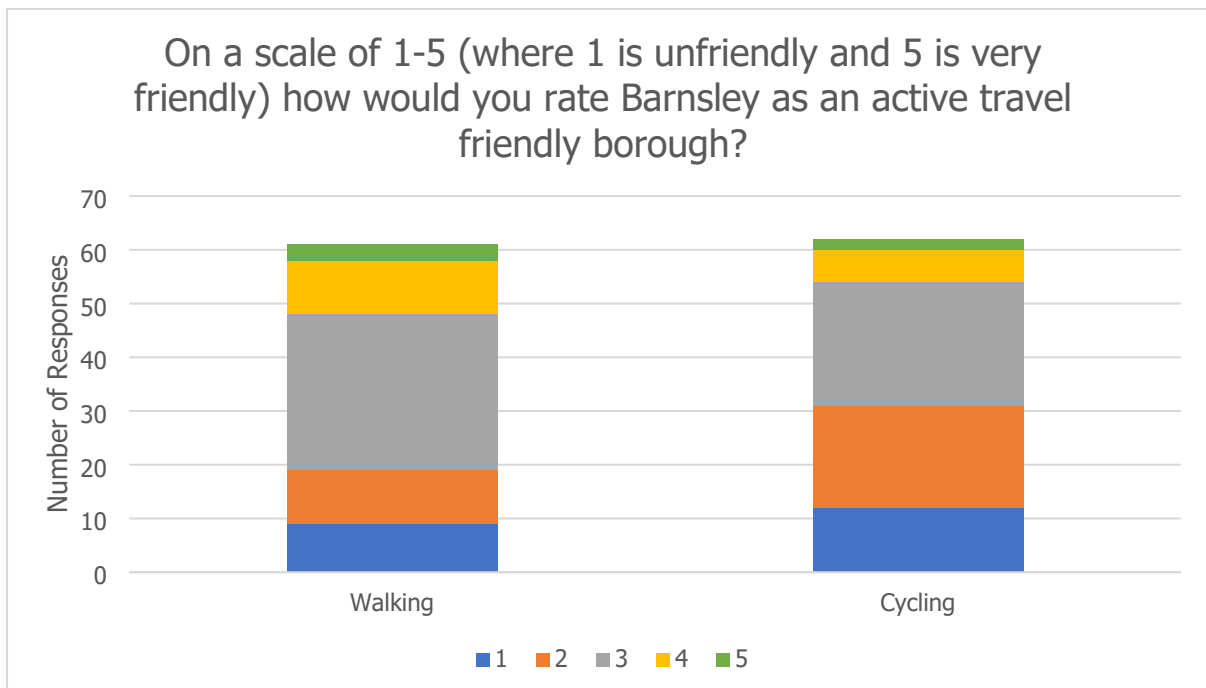
Measures such as reducing parking, the workplace parking levy and the construction of new roads were seen as the lowest priority by respondents.

Attitudes

We asked the following 2 questions in order to gain an understanding of how the friendly the public believe the borough is with regards to walking and cycling:

1. On a scale of 1-5 (where 1 is unfriendly and 5 is very friendly) how would you rate Barnsley as a "pedestrian friendly borough?"
2. On a scale of 1-5 (where 1 is unfriendly and 5 is very friendly) how would you rate Barnsley as a cycle friendly borough

Figure 11 - Attitudes towards Active Travel



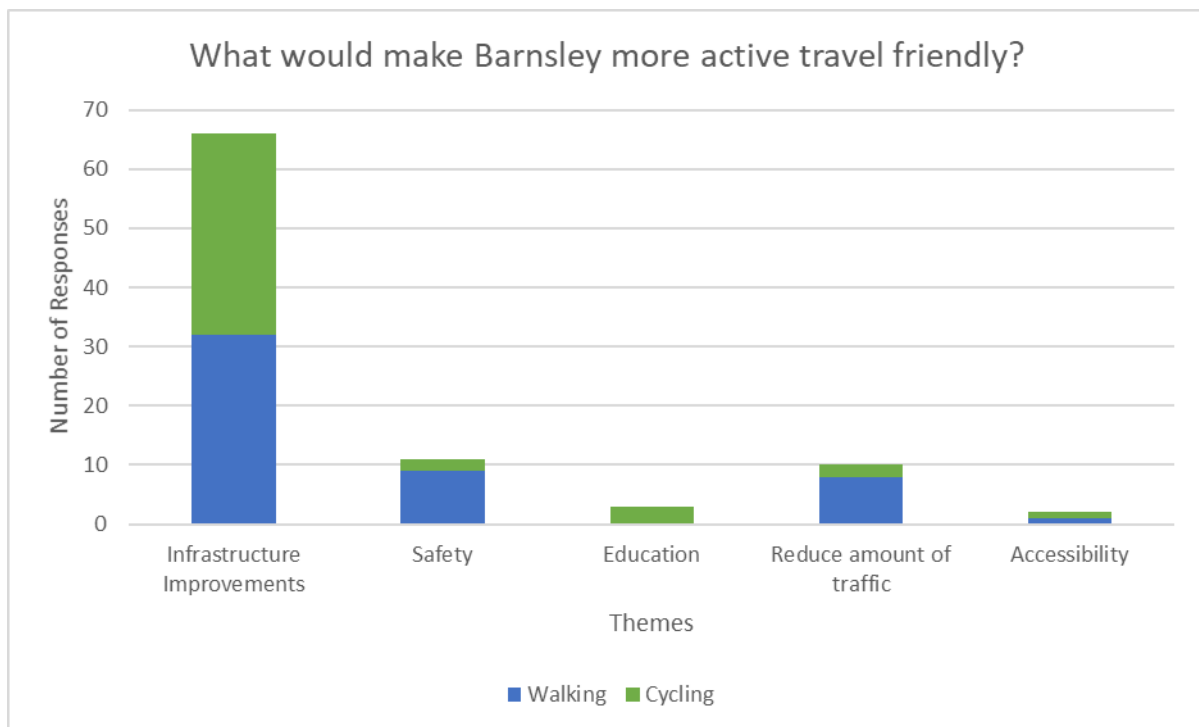
Improvement Suggestions

Respondees were asked to comment ways in which active travel within Barnsley could be made more friendly and encouraging, through the following 3 questions:

3. What would make Barnsley more walking friendly?
4. What would make Barnsley a more cycling friendly
5. What would encourage you to walk or cycle more

From the written responses, themes were identified, and a count was done to see how frequently they emerged. The following graph displays the results for both questions.

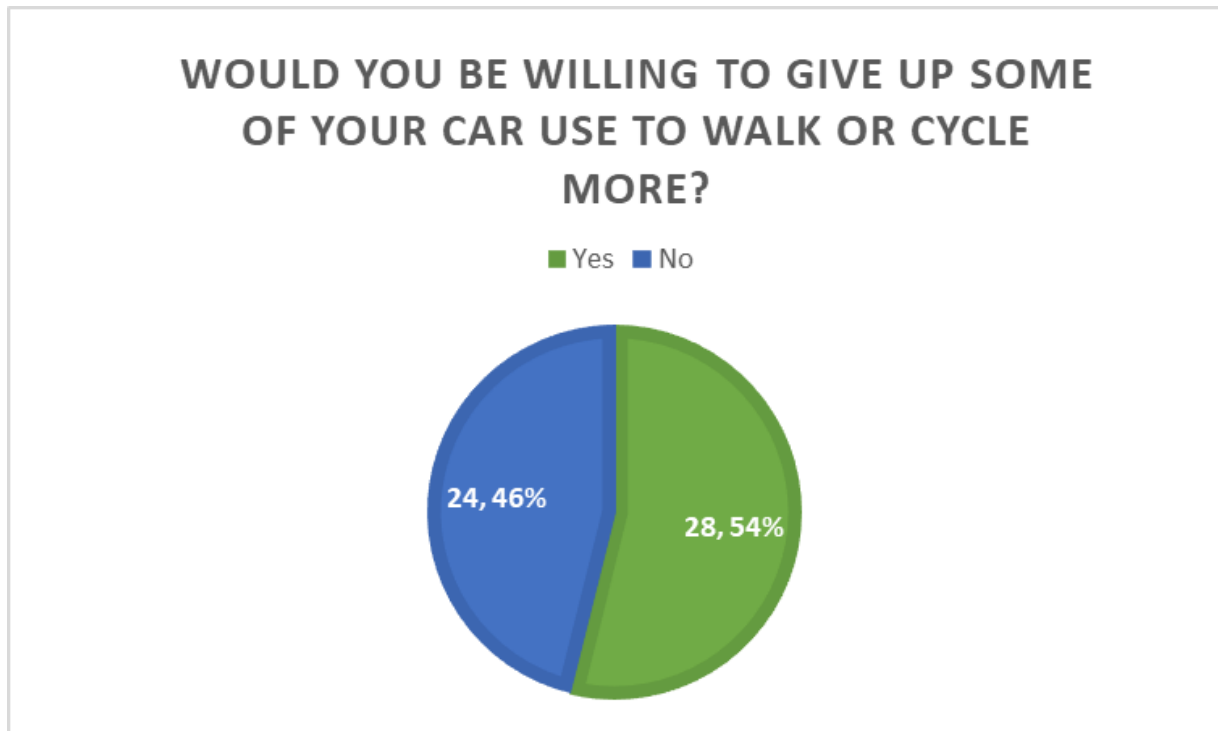
Figure 12 - Improvement Suggestions



Willingness to change

In order to somewhat gauge and forecast how accepted and well received the strategy's outputs may be, people were asked about their willingness to reduce car usage in favour of walking and cycling.

Figure 13 - Willingness to reduce car usage in favour of Active travel



Equality & Diversity

A series of Equality and Diversity questions were asked at the end of the survey so that levels of representation within the response to the engagement can be monitored and known. The questions covered the respondees age, gender, ethnicity, religion and disability status.

Figure 14 - Age

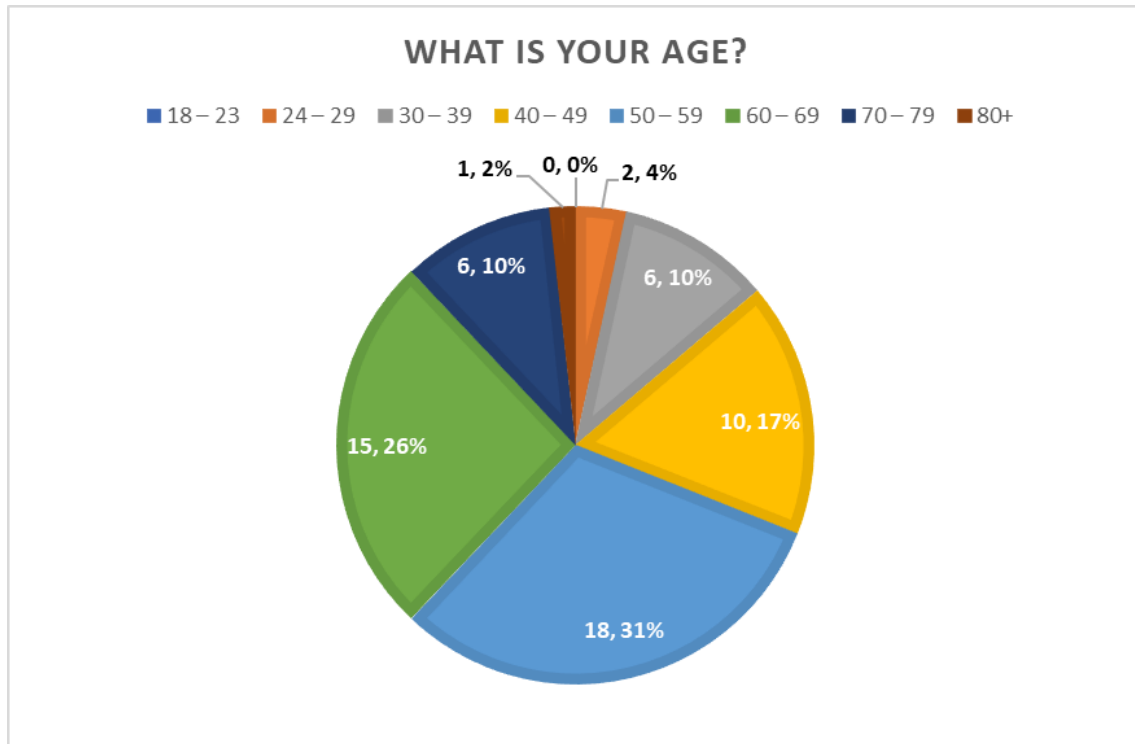


Figure 15 - Gender

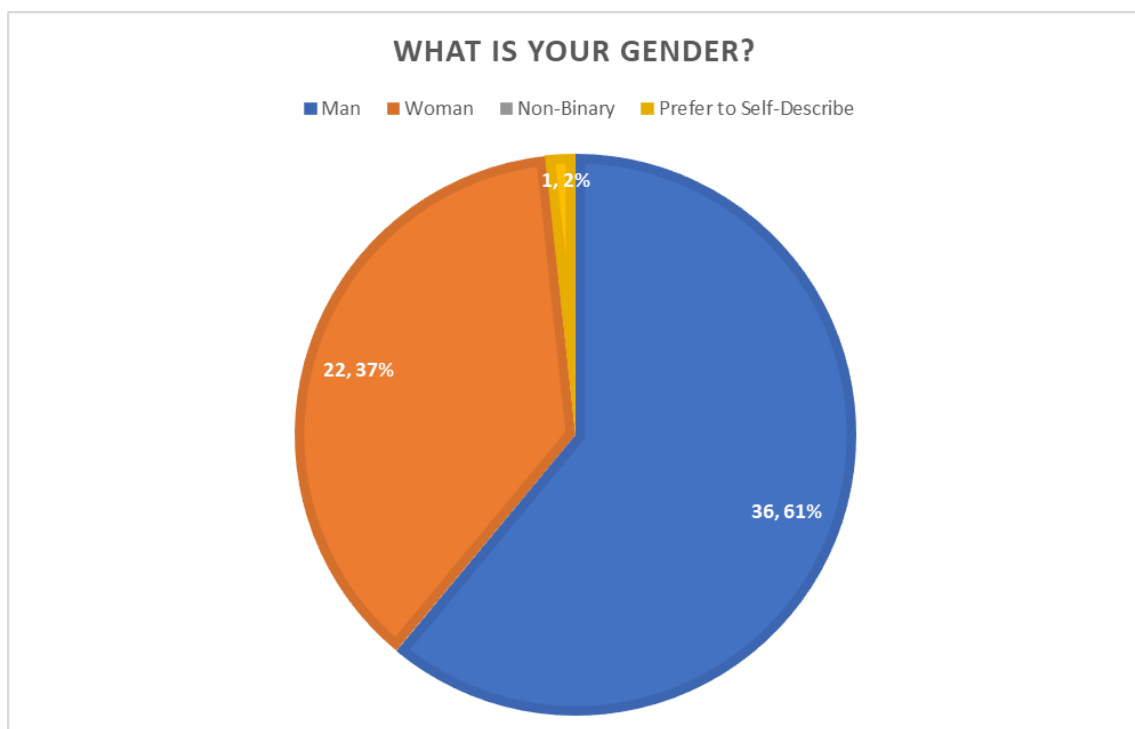


Figure 16 - Disability Monitoring 1

DO YOU HAVE A PHYSICAL OR A MENTAL CONDITION WHICH HAS A SUBSTANTIAL AND LONG-TERM IMPACT ON YOUR ABILITY TO DO NORMAL DAY TO DAY ACTIVITIES? (LONG TERM MEANS LASTING OR EXPECTED TO LAST 12 MONTHS OR MORE)

■ Yes ■ No ■ Prefer not to say

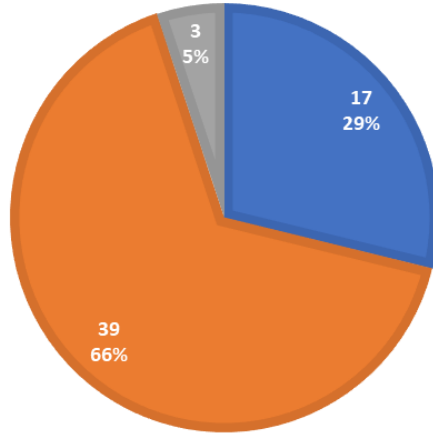


Figure 17 - Disability Monitoring 2

IF YOU ANSWERED YES TO THE ABOVE QUESTION, PLEASE DESCRIBE THE TYPE OF DISABILITY:

■ Sensory ■ Learning / Cognitive ■ Physical
 ■ Long-standing illness ■ Mental Health / Psychological ■ Prefer not to say
 ■ Other (please specify):

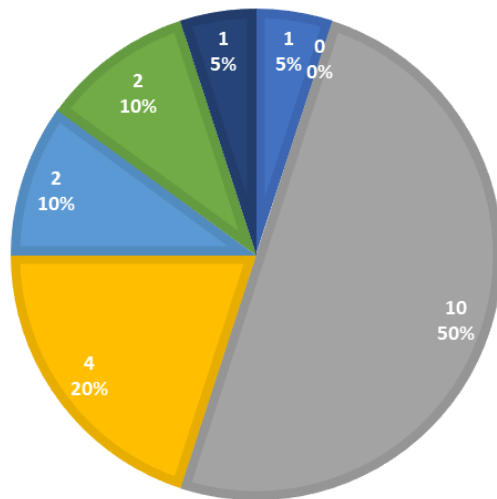


Figure 18 - Ethnicity

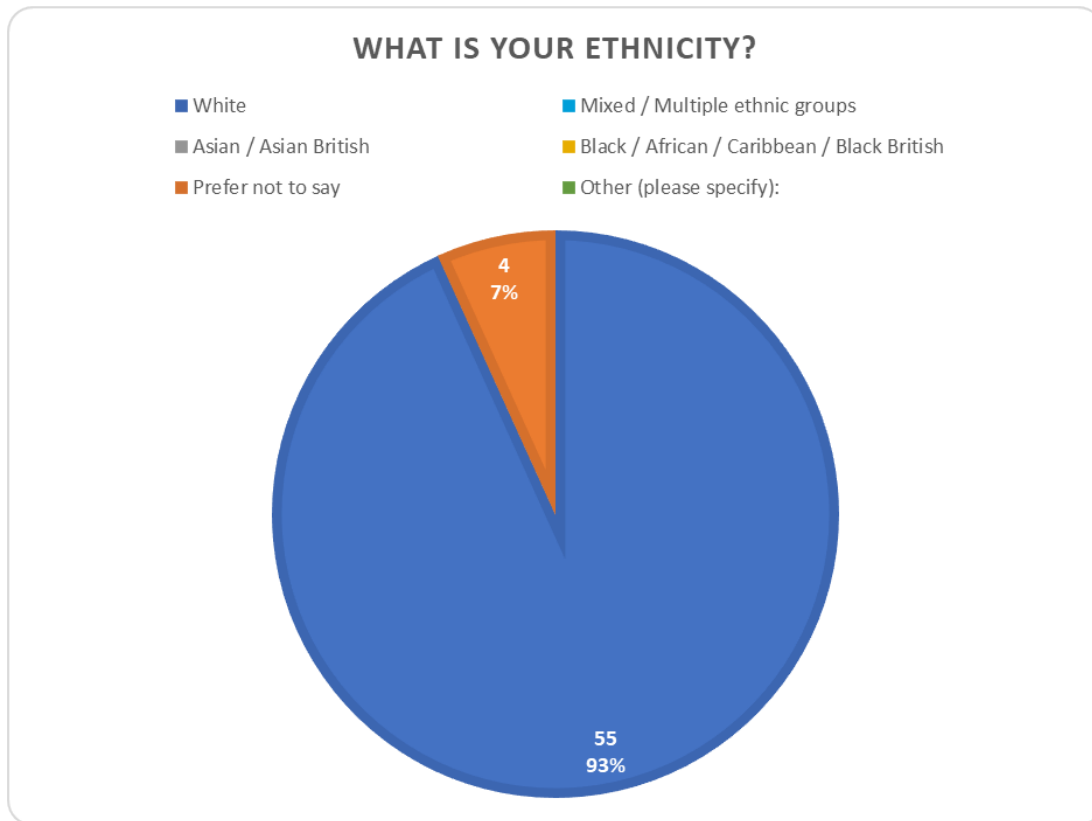
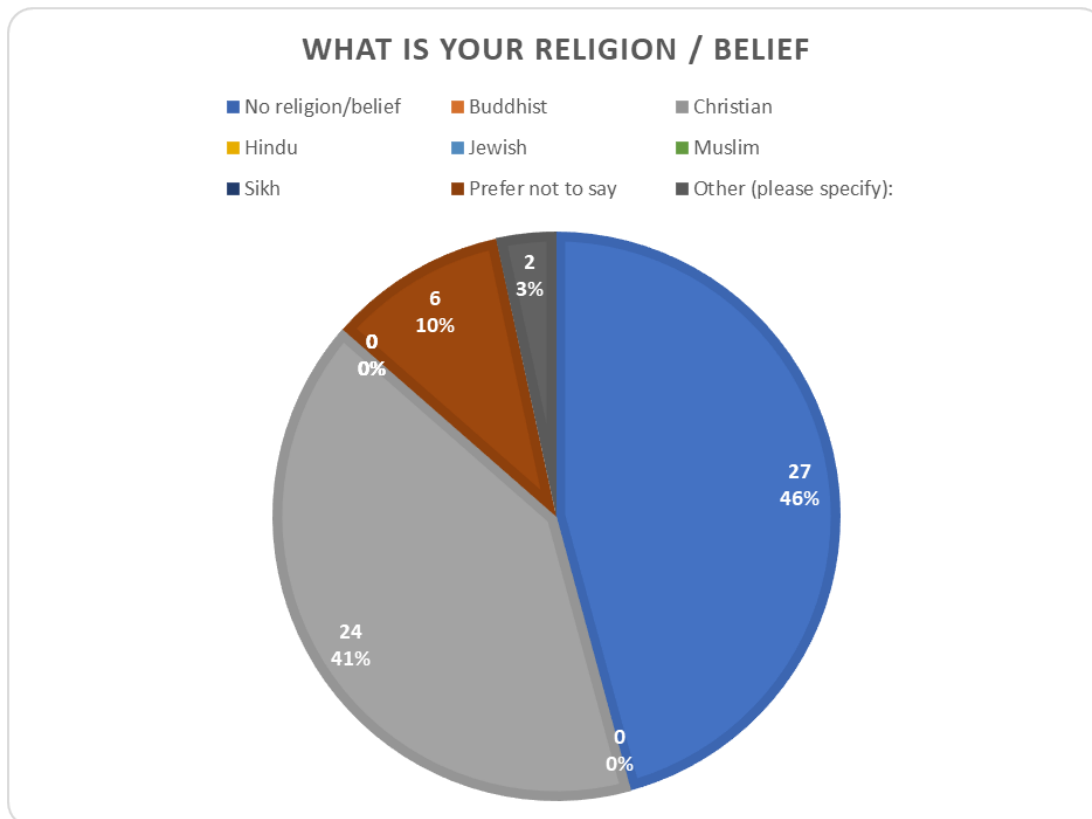


Figure 19 - Religion



Consultation Conclusion

The main objectives, vision and key themes within the draft transport strategy 2022 displayed during the June consultation was widely supported and is for the most part aligned with the desires of Barnsley's residents and stakeholders. Whilst Specific and key themes such as a strategic shift away from the private car and towards active travel and public transport that underpin the strategy were understood and accepted, concerns do exist around the capability of the alternative travel methods. The strategy must display clear infrastructure and public transport service improvement objectives so that the boroughs residents and stakeholders can more conveniently and effectively alter their travel methods.

In terms of equality and diversity, on characteristics such as age, gender and disabled status, data would show that the response is diverse and inclusive, with proportionate levels of each group with completing the online survey. However, many minorities ethnic and religious groups have not engaged with the consultation, resulting in a risk of underrepresentation. More should be done to engage with minority groups and to understand their transport needs. If the finalised transport strategy 2022 is to be effective, then it is crucial that it reflects Barnsley's communities.

Alterations to the draft strategy will be developed from the most commonly or severe suggestions made by residents and stakeholders via the different communication platforms (survey, events, email). These items have been compiled within **Appendix E – Transport Strategy Consultation Action Log**.

Appendix

Appendix A – Transport Strategy 2022 Survey

Appendix B – Transport Strategy Stakeholder List

Appendix C – Online Survey Response

Appendix D – Transport Strategy Consultation Communications

Appendix E – Transport Strategy Consultation Action Log

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